Established February,



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號三月二年七十八百八千一英

HONGKONG, THURSDAY, FEBRUARY 3, 1887.

日一十月正年亥丁

PRICE, \$2 PER MONTH

AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lang, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill. GORDON

& GOTOH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 161, Cannon Street, B.C. PARIS AND EUROPE :-- AMEDEI PRINCE & Co. 36, Rue Lafayette, Paris.

NEW YORK :- ANDREW WIND, 21, Park SAN FRANCISCO and American Ports generally :- Bean & Black, San Fran-AUSTRALIA, TASMANIA, AND NEW

hourne and Sudney. CEYLON :- W. M. SMITH & Co., THE APOTHEOARIES Co., Colombo.

Banks.

HONGKONG & SHANGHAT BANKING CORPORATION.

RESERVE FUND,.....\$4,500,000 RESERVE FOR EQUALIZATION \ 2 200,000 OF DIVIDENDS..... RESERVE LIABILITY OF PRO. \$ 87,500,000 PRIETORS.....

COURT OF DIRECTORS. Chairman A. Molver, Esq. Deputy Chairman-M. GBOTE, Esq. Hon. J. BELL IRVING. | H. Hoppius, Esq. O.D. BOTTOMLEY, Esq. E. H. M. HUNTING-W. H. F. DARBY, Esq. TON, Esq. H. L. DALBYMPLE, Hon. A. P. McEwen. Hon. F. D. SASSOON.

OMER MANAGER. Hongkong THOMAS JACKSON, Esq. Acting Chief Manager-John Walten, Esq. MANAGER

Shanghai,..... Ewen Cameron, Esq. LONDON BANKERS .- London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rat of 2 per cent, per annum on the daily On Fixed Deposits:-For 3 months, 3 per cent, per annum.

4 per cent. 11

5 per cent.

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities and every description of Banking ar Exchange business transacted. Drafts granted on London, and chief Commercial places in Europe, India, Australia, Amorica, Chins and Japan.

Acting Chief Manager. Hongkong, August 28, 1886.

JOHN WALTER,

NOTICE. DULES OF THE HONGKONG SAVINGS' BANK

1.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3. - Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months

at 5 per cent. per annum interest. 4. - Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances. 5. Each Depositor will be supplied gratis with a Pass-Book which must be pre-

sented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-6.- Correspondence as to the business of

the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7. - Withdrawals may be made on demand but the personal attendance of the

depositor or his duly appointed agent, and the production of his Pass-Book For the HONGKONG & SHANGHAI BANKING

CORPORATION. JOHN WALTER, Acting Chief Manager.

Hongkong, June 7, 188

Notices of Firms.

NOTICE.

HAVE This DAY commenced Business as STOCKBROKER. APCAR G. APCAR,

Beaconsfield Areade. Hongkong, February 1, 1867.

NOTICE. WITE Have authorized Mr. ED. MILLER VV to Ston Bills of Lading in our Name from this date.

SIEMSSEN & Co.

Hongkong, November 29, 1886. NOTIOE.

THE Undersigned will Exter into PARTNERSHIP on the 1st January 1887, as SHARE and GENERAL BROKERS. under the Style or Firm of HUGHES &

E. JONES HUGHES. N. N. J. EZRA. Hongkong, December 31, 1886. 2492

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. LOUIS PIRON in our Firm MARCH NEXT. DRABED on the 1st January, 1887.

HAHN, PIRON & Co. Mr. GEORGE SACHSE has been admitted a PARTNER in our Firm from the lat

of January, 1887. HAHN, PIRON & Co. Hongkong, January 14, 1887,

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6 PER CENT. or \$1.20 per Share, declared at the Ordinary Half-Yearly Meeting of Shareholders hold THIS DAY, will be Payable at the Hongkong and Shanghai BANKING CORPORATION OR OF after THURS-DAY, the 3rd Instant.

SHAREHOLDERS are requested to apply at ZEALAND :- GORDON & GOTCH, Mel- the OFFICE of the Company for WARRANTS By Order of the Board of Directors, T. ARNOLD,

> Secretary. Hongkoug, February 2, 1887. PUNJOM AND SUNGHIE DUA SAMANTAN MINING COM-PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's OFFICE, No. 4, Club Chambers, on TUES-DAY, the 8th February, 1887, at 4 p.m., for the purpose of receiving a Report of the Directors, together with a Statement of

A. O'D. GOURDIN, Secretary. 150 PIPES. Hongkong, January 29, 1887. THE HONGKONG FIRE INSURANCE

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

TOTICE is hereby given that the Eighteenth Ordinary Annual MEETING of SHAREHOLDERS in the above-named Company will be held at the Company's Office situate in Peddar's Street, Victoria, in the Colony of Hougkong, on TUESDAY, the 22nd day of February, 1887, at 12.30 of the Clock in the Afternoon, to receive a Statement of Accounts to the 31st December, 1886, the Report of the General Managers, and to elect a Consulting Committee

AND NOTICE is hereby also given that at the same place and in the same day at 12.45 o'clock in the Afternoon or so soon afterwards as the Ordinary Annual Meeting shall be concluded, an EXTRAURDINARY GENERAL MEETING of the Company will be held for the purpose of passing the subjoined Resolution.

Should the resolution be passed by the La Princesse Rouge-E. Blavet. required majority it will be submitted for Comment Elever Nos Enfants? confirmation as a Special Resolution to a Dans PTrain-Gyp. SECOND EXTRAORDINARY MEETING which 947 | will be subsequently convened.

That the Articles of Association be altered in manner following :-(a.) The following Article shall be substituted for Article No. 111, namely :-- 111.

RESOLUTION.

-The Reserve Fund shall consist of a sum of not less than \$1,000,000 nor more than \$1,500,000.

) The following Article shall be substituted for Article No. 112, namely :-112. -The Reserved Fund having now reached the sum of \$1,000,000 the General Managers and the Consulting Committee may appropriate from time to time so much of the profits as they may deem desirable to the Reserve Fund until the said Fund shall amount to the sam of \$1,500,000, provided always that such annual appropriation shall not exceed 10 per Cent, of the

said profits. The following Article shall be substituted for Article No. 115, namely:-115. -The said Reserve Fund shall if practicable be maintained at a sum of not less than \$1,000,000 nor more than \$1,500,000, and the whole of the future necruing profits of the Comp ny shall, subject to such annual Bonus as aforesaid and less such portion or portions (if any) thereof (not exceeding in any year 30 per Cent. of the profits of such year) as the General Managers may (as they are heroby empowered to do) apply in maintaining the Reserve Fund at a sum of not less than \$1,000,000 and less also such portion or portions (if any) thereof as may from time to time be applied in increasing the said Reserve Fund under Article 112, be divisible amongst the Shareholders generally according to the number of Shares held

by each. The Transfer BOOKS of the Company will be CLOSED from the 9th to the 22nd day of February, both days inclusive.

JARDINE, MATHESON & Co., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, January 31, 1887.

HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING SHAREHOLDERS will be Held in the Offices of the Company, No. 14, Prava, Central, on SATURDAY, the 26th February, at 11 a.m., for the purpose of receiving the Report of the Directors, and Statement of Accounts to December 31st,

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 20th February, both days inclusive. By Order of the Board of Directors, DAVID GILLIES,

Secretary. Hongkong, January 19, 1887.

PHOTOGRAPHIC STUDIO. 1, DUDDELL STREET, HONGKONG.

WING to Expiration of Lease, these PREMISES will be CLOSED in

Mr. GRIFFITH requests of those who have favoured him with sittings and desiring more Copies that they will forward him their Orders at earliest date, and he would be glad to Leass suitable Premises in a good Central position.

Hongkong, January 29, 1887.

Business Notices.

the following :.

COLID LEATHER PORTMANTEAUS. PATENT LEATHER PORTMANTEAUS. WATER-PROOF CANVAS OVERLAND TRUNKS. AMERICAN CABIN TRUNKS. English and American-Made GLADSTONE BAGS & VALISES.

PATENT STEEL 'P. & O.' CABIN TRUNKS. PATENT STEEL DRESS TRUNKS. LADIES' SARATOGA TRUNKS. AIR-TIGHT SUIT CASES.

TRAVELLING DESKS and DESPATCH BOXES. RUGS, STRAPS and LABELS. WATER-PROOF CANVAS HOLD-ALLS. LEATHER BOOT CASES (for packing Boots inside Trunks).

FITTED TRAVELLING BAGS and CASES.

A LARGE ASSORTMENT OF TRAVELLING RUGS, CAPS, WATER-PROOFS, AND UMBRELLAS.

LANE, CRAWFORD & Co. Hongkong, February 2, 1887.

ADJOINING THE STAG HOTEL (NEXT DOOR). CONSISTING OF A STOCK OF FANOY AND USEFUL ARTICLES At Cash Prices and for Cash only. WATCHES. MUSICAL INSTRUMENTS, TOBAUCUS. ALBUMS, KNIVES.

CUTLERY. NOVELS, LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds BON MARCHE, next door to THE STAG HOTEL.

NEW FRENCH NOVELS-JUST RECEIVED MOURS DE GARNISON-Réne | Dernieres Nonvelles-Cte. L. Telstoi. Les Adoreos-Joseph Montet. Maczerov. Les Chinois peints par un Français P. Zvte-Hector Malot. Antonini. Uno Fauto de Jounesse—A. Boutique.

Guerro Aux Maris-George Vautier. L'Enfer d'une Femme-P. D'Orcieres. Grappinus de Gigoudas,-Tienuot Des Ab- Les Trois Romans de Frederic Chopin-Comte Wodzinski. Portraite D'Outre-Manche-Mmo. Marie La Statue de Chair- E. D'Hervilly. Drongart. Històire de la Litterature Française-D. Harlette-par L'Auteur de L'Imperatrice

La Gourme-Fernand Lafargue. Les Possédés Besé-Th. Dostoievsky. Les Chinois peints par Eux-Momes-Col. Tcheng Ki Tong. Une Cabotine-Julien Sermet. Les Scandales de Berlin—by C. Samarow. Institution de Demoiselles—Albert Cim. L'Œuvre de la Chair-Louis de Hessem. Le The Chez Miranda-Moreas et Adam.

KELLY & WALSH, LIMITED, HONGKONG. Hongkong, January 15, 1887.

Seuls-F. Poictovin.

Autour Du Mariage-Gyp.

Dent pour Dent-E. Blavet.

Hongkong, September 8, 1886.

LANG & Co., ROBERT Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL). ARE SHOWING

SELECTION CHOICE

COATINGS

to which they INVITE the attention of their Customers.

SPECIALTY Black Cloth Dress Suit, \$30.00.

Hongkong, December 1, 1886.

W. POWELL & Co. GREAT CLEARANCE SALE FOR CASH

Days only, Remnants!! Remnants!!! Remnants! W. POWELL & Co.

VICTORIA EXCHANGE, Rongkong, January 31, 1887.

Victoria Hotel.

Praya and Queen's Road Central, Hongkong. THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much onlarged and improved and is now one of the principal Horers in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and Sисимо Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken. Messrs. DORABJEE & HING KEE,

Proprietors. Hongkong, September 16, 1885.

DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES. MR. WONG TAI-FONG.

Surgeon Dentist, (FORMERLY ARTICLED APPRENTICE AND LAT-TRELY ASSISTANT TO DE ROCHES,) A T the urgent request of his European and American patients and hiends, has TAKEN THE OFFICE formerly occupied by Dr. ROOMES,

No. 2. DUDDELL STREET. CONSULTATION PRHE. Discount to missionaries and families. Bole Address 2, DUDDELL STREET, (Next to the New Oriental Bank.)

Hongkong, January 19, 1885,

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand. Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dis-D. GILLIES,

Secretary. Hongkong, August 25, 1885.

Intimations.

OLONIAL AND INDIAN EXHIBITION.

LIONGKONG EXHIBITORS at the recent Exhibition who are desirous of OBTAINING COMMEMORATIVE DIPLOMAS and MEDALS are requested to send in their Names with STATEMENT OF CLAIMS to the Undersigned not later than the Eighth Instant, for submission to the Royal Commission, who reserve to themselves the right of admitting or refusing application.

H. E. WODEHOUSE, Honorary Secretary, Hongkong Commission. Hongkong, February 2, 1887.

CORPORATION. NTOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 26th day of February current, at 12 o'Clock, Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of

HONGKONG & SHANGHAI BANKING

By Order of the Court of Directors, JOHN WALTER Acting Chief Manager:

Accounts to 31st December, 1886.

Hongkong, February 1, 1887. HONGKONG & SHANGHAI BANKING CORPORATION.

ATOTICE is hereby given that REGISTERS of SHARES of CORPORATION will be CLOSED from the 12th to the 20th day February current (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Court of Directors,

JOHN WALTER, Acting Chief Manager. Hongkong, February 1, 1887.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. ATAUTICAL, SOIENTIFIC AND METEOROLOGICAL INSTRUMENTS. -VOIGTLANDER'S CELEBRATED

BINOCULARS AND TELESCOPES RITCHIE'S LIQUID AND OTHER COMPASSES ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE Christofie & Co.'s ELECTRO-PLATED WARE GOLD & SILVER JEWELLERY.

in great variety. DIAMONDS DIAMOND JEWELLERY.

Splendid Collection of the Latest Lonno

PATTERNS, at very moderate prices. 742

JURY LIST-1887. ATOTICE is hereby given that Pursuant V to the Provisions of Section 4 of Ordinanco No. 24 of 1882, I have THIS DAY caused to be posted in the Court House; a List of ALL Men ascertained by me to be

liable to serve as JURORS. The said List will remain so posted for the term of one fortnight, in order that any Person may, as the case shall be, apply Notice in writing to me requiring that his Name, or the Names of some other Person or Persons may be respectively either added to, or atruck off the List, upon cause duly assigned in such Notice.

ALFRED G. WISE, Acting Registrar. Registry, Supreme Court, This 31st day of January, 1887.

NOTICE.

LEASE.

THE SPACIOUS PREMISES known as The Hongkong Steam Laundry Company (Limited),

comprising :-A SIX-ROOMED DWELLING, SPACIOUS DRYING ROOM WILLOH CAN BE UTILIZED AS A GODOWN, & YARD,

-AND-INLAND LOTS, Nos. 742 and 743, upon which it stands, measuring about 24,000 Square Feet.

FOR SALE. HORIZONTAL STEAM ENGINE AND BOILES MCALPINE WASHING MACHINE for Heavy Do. NEW WASHING MACHINE for

2 ROTARY WASHING MACHINES for Family 1 DASH WHEEL RINSING MACHINE. 1 Do. New. 1 CENTRIFUOAL MACHINE for Wringing. 1 NEST of FOUR COPPER BOILERS. 1 STARCHING MACHINE.

Heavy Work.

2 IRON STOVES for Heating Irons. 1 COMPLETE DEVING CLOSET, with TWENTY HOBBES. DECONDUN IRONING MACHINE. \mathbf{D}_0 \mathbf{D}_0 1 Mangle, with Driving and Reversing.

> A. O'D. GOURDIN, Manager.

Hongkong, January 27, 1887.

GEAR.

FOR SALE. TULES MUMM & Co.'s CHAMPAGNE, Pinta.....\$21 n 2 n Duhas Frères & de Gernon & Co. a

Baxter's Celebrated Barley Bree! WHISKY, -\$71 per Case of 1 doz GIBB LIVINGSTON & Co. Hougkong, July 18, 1884.

BORDEAUX CLARETS AND

WHITE WINES.

Auctions.

PUBLIC AUCTION. THE Undersigned has received instructions to Soll by Public Auction, on SATURDAY.

the 5th February, 1887, at 2 p.m., at his Sales Rooms, Queen's Road,-

AN ASSORTMENT OF JAPANESE WARE, comprising :-

SATSUMA, KANCA, IMARI, KIOTO, AND TORIO VASES, JARS, PLATES, BOWLS, IN-CENSE BURNERS, TEA and COFFEE SETS, ENAMELLED WAKE, GOLD and SILVER INLAID BRONZES, EGG-SHELE WARE, EMBROIDERIES, EMBROIDERED SCREENS, and NITCHKIS.

TERMS OF SALE. - As customary. J. M. ARMSTRONG, Auctioneer. Hongkong, February 2, 1887.

Notices to Consignees. FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Bellona, Captain SCHAFER having arrived from the above Ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY, the 29th Instant, at Noon, Any Cargo impeding her discharge will be landed into the Godowns of the Kow-EOON PIER AND GODOWN Co. and stored at Consignees' risk and expense. No Claims will be admitted after the

remaining undelivered after the 5th February will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 6th February, at

Goods have left the Godowns, and all Goods

SIEMSSEN & Co., Agents. Hongkong, January 29, 1887.

NETHERLANDS INDIA STEAM

No Fire Insurance has been effected.

NAVIGATION COMPANY, LIMITED. FROM SOURABAYA, SAMARANG AND BATAVIA. THE Steamship Devonhurst having

arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon WHARF AND GODOWN Co.'s Godowns, West Point: whence and/or from Wharves or Boats delivery may be obtained. Cargo remaining undelivered after the 6th February will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by

-JARDINE, MATHESON & Co.,

Hongkong, January 31, 1887. THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-PANY, LIMITED.

NOTICE TO CONSIGNEES. FROM LONDON AND SINGAPORE.

THE Company's S.S. Kaisore, having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honokong and KOWLOON WHARF AND GODOWN COMPANY. LIMITED, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and Claims must be sent in to the OFFICE O the Undersigned, before Noon on the 5th Proximo, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th Proximo will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before op.m. Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co.,

Hongkong, January 28, 1887. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE. THE Company's S.S. Tuisang, having ar-1 rived from the above Ports, Consignoes of Cargo by her are hereby informed that their Goods are being landed at their risk into the HONOKONG AND KOWLOON WHARF AND GODOWN COMPANY'S West Point Godowns, whouse and/or from Wharves or

Cargo remaining undolivered after the 6th February will be subject to ront. No Fire Insurance has been effected Bills of Lading will be countersigned by JARDINE, MATHESON &-Co., General Managers.

Boats delivery may be obtained.

Hongkong, January 31, 1887.

UNION LINE. NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND

SINGAPORE. THE Steamship Mosser, Captain I Trizck, having arrived from the above Ports, Consignoes of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

. The Steamer is berthed at the Kowlood Piers and Cargo impeding her discharge will be at once landed and stored at Consigness risk and expense, and no Fire Insurance will be effected. All Claims against the Steamor must be presented to the Undersigned on or before the ith Proximo, or they will not be re-

RUSSELL & Co.

Agents. Hongkong, January 25, 1887

Shipping.

Steamers.

STEAM TO YOKOHAMA, VIA NAGA-SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N. Co.'s

will leave for the above places on FRIDAY, the 4th February, at E. L. WOODIN.

Steamship

Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, January 21, 1887.

FOR BANGKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM-SHIP COMPANY, LIMITED.

The Company's Steamer Killarney, Captain JAMES O'NEILL, will be despatched for the above Port on FRIDAY, the 4th Instant,

For Freight, or Passage, apply to YUEN FAT HONG.

FOR SINGAPORE, HAVRE, AMSTER-DAM AND HAMBURG, VIA SUEZ CANAL (Taking Cargo at through rates to

Hongkong, February 2, 1887.

ANTWERP. RÖTTERDAM, LONDON, LIVERPOOL and BREMEN.) The Steamship Cassandra; Capt. C. Harstoor, will be despatched for the above

Ports on MONDAY, the 7th February, at For Freight or Passage, apply to SIEMSSEN & Co., Agents.

Hongkong, January 29, 1887. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA The Co.'s Steamship Taisang, Captain Davies, will be despatched for the above

Ports on TUESDAY, the 8th February, at This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates, For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

FOR LONDON VIA SUEZ CANAL The Steamship Capt. Donaldson, will be despatched as above on r about the 8th of February.

Hongkong, January 31, 1887.

and Stewardess. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, January 26, 1887.

This Steamer has superior Accommoda-

tion for Passengers and carries a Doctor

CHINA NAVIGATION COMPANY. LIMITED, FOR PORT DARWIN, SYDNEY AND

MELBOURNE. •

The Co.'s Steamship

will be despatched as above on WEDNESDAY, the 9th February, The attention of Passengers is directed to the superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are accommodated in the

the supply of Fresh Provisions during the For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Poop. A Refrigerating Chamber ensures

Hongkong, January 20, 1887. EASTERN AND AUSTRALIAN STEAMSHIP COMPANY,

ADELAIDE Calling at PORT DARWIN & QUEENS. LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS: MANIA, &c.) The Steamship Tannadice.

For Freight or Passage, apply to RUSSELL & Co., Agents.

Sailing Vessels. FOR SAN FRANCISCO. The 100 A 1 British Ship

For Freight, apply to RUSSELL & Co.

Hongkong, January 3, 1887. NOW READY.

ence to Partnership Registration and BANKRULTCY LAWS IN HONORONG.

Office, and at Mesara LANE, CRAWFORD &

128 | Co. -- Price, 75 cente.

LIMITED. FOR SYDNEY, MELBOURNE AND Captain CRAIG will be despatched for the above Ports on SATURDAY, the 19th Instant, at Hongkong, February 1, 1887.

R. MEIKLE, Master, will load here for the above Port, and will have quick despatch.

THE COMMERCIAL LAW AFFECT ING OHINESE; with special refer-

Copies may be had at the China Mail

Entertainments.

ITY HALL, HONGKONG.

FRIDAY AND SATURDAY, 11th and 12th February, 1887, Will be held from 8 to 12 P.M.

FANCY FAIR AND FETE IN AID OF THE ST. JOHN'S CATHEDRAL TORGAN FUND.

The Fair will be held in St. George's HALL, which will be converted for the occasion into A MEDLEVAL VILLAGE, Presided over by Russians, Swiss, Italians, Dames of the Red Cross, Vivandières, La Fille du Regiment, Wattenu Shopherdesses, Flower Girls, the Seasons, Ladies of the Last Century, &c., &c. A WHEEL OF FORTUNE,

MOTHER HUBBARD, DAME TROT, AND MOTHER GOOSE. A GIPSY ENCAMPMENT.

WEIGHING CHAIR &c., &c. IN THE THEATRE evening. AN ENTIRELY NEW AND ORIGINAL

VALLEY; THE TEST, THE TOUT, AND THE TAIPAN.

IN THE ST. ANDREW'S HALL. PANORAMA DESCRIPTIVE OF THE WAR IN THE SOUDAN. Specially painted for this occasion by

ONE DOLLAR. Children, Soldiers, Sailors, and Police, 50 Cents.

Tickers may be obtained from Messrs KELLY & WALSH; LANE, CRAWFORD & Co.; and W. BREWER. from Messrs Kelly & Walsh,

A SPECIAL AFTERNOON PERFORMANCE OF

the PANORAMA for CHILDREN will take place on SATURDAY, 12th February, at 5 P.M. Admission, 50 Cents. Hongkong, January 31, 1887.

Notices to Consignees. COMPAGNIE DES MESSAGERIES

MARITIMES.

CONSIGNEES of the following Cargo Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected. Ex Romanul and Melbourne. 11/200 1 = 200 cases Candles H (in dia.), 101/200 from Antwerp, con-301/400 signed to Order.

Hongkong, January 3, 1887.

NEWS AGENT, &c. 21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Remere.

Not Responsible for Debts.

Annie, German barque, Captain J. F. Kröncke. - Wieler & Co. W. B. Burgoyne.-Adamson, Bell & Co.

Morgan. - Ed. Schellhass & Co. VENTURA, Spanish barque, Captain R.

To-day's Advertisements.

THE GIBB LINE OF STEAMERS. FOR SYDNEY AND MELBOURNE through Cargo for BRISBANE, ADELAIDE, TASMANIA, NEW

The British Steamer Captain SHARP, shortly due, with part Cargo on or about the 15th Instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, February 3, 1887. NAVIGAZIONE GENERALE ITALIANA

STEAM FOR

SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, AND GENOA

(Taking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, all MEDITER-PORTS; ALEXANDRIA, ODESBA, MAR-SEILLES, and also to Buenos Ayers, MONTEVIDEO, VALPARATSO and CALLAO.)

and Stewardess. For further Particulars regarding Freight

and Passage, apply to CARLOWITZ & Co.,. Agents. 101 Chinese Imp. (Ch. Bank Loan) 1885 2790 3

Hongkong, February 3, 1887.

Shanghai Butterfield & Swire February 4, at 3 p.m. Singapore, Penang and Bombay Khiva-(s)...... Singapore, Penang and Calcutta Taisang (8) Davies Jardine, Matheson & Co..... February 8, at 3 p.m. Sydney and Melbourne...... Deepdale (s) Sharp............ Gibb, Livingston & Co.....

To-day's Advertisements.

CALINGER'S ENGLISH OPERA BOUFFE COMPANY.

CITY HALL

SATURDAY, 5th February, 1887, When they will produce GILBERT AND SULLIVAN'S COMO OPERA,

In Tico Acts: PIRATES OF PENZANCE

THE SLAVE OF DUTY. As performed by them with great success throughout India.

Characters: Major-General Stan- Mr Arthur Rigby. *** . . *** *** . n Frank D'Este. Pirate King Samuel (His Lieut-" George Wilson. Frederick (An Ap-" Arthur Faucett. prontice) n Herbert Salinger. Miss Tilly Saroney. Mabel) (General " Lena Salinger. Stanley's Alice Emmett. Daughters) (A Maid of all)

Mrs N. Salinger. Chorus of Firates and Policemen. SYNOPSIS OF SCENERY. AOT FIRST. THE PIRATES! LAIR ON THE COAST OF

CORNWALL. ACT SECOND, RESTING PLACE OF GENERAL STANLEY'S (87 Purchase.)

SPLENDID NEW COSTUMES AND SCENERY. . . . Mr. H. W. Powrs Wood.

PRICES OF ADMISSION : Dress Circle and Stalls, - - - \$2. Tickers for the burlesque may be obtained | Military and Sailors in Uniform Half-Price to Back Seats only. AT To avoid disappointment secure your secuts early Reserved Seats may be booked at Messrs. KELLY & WAISH'S, LIMITED, where a Plan of the Hall may be seen.

> Hongkong, February 3, 1887. THE OHINA & MANILA STEAMSHIP COMPANY, LIMITED.

Doors open at 8.: 0, to commence at 9.

FOR MANILA (DIRECT.) The Co.'s Steamship Captain Talbor, will be despatched for the above Port on MONDAY, the 7th Instant, at For Freight or Passage, apply to

RUSSELL & Co., General Managers. Hougkong, February 3, 1887. STEAM TO SINGAPORE, PENANG

AND BOMBAY. The P. & O. S. N. Co.'s Steamship will leave for the above places on TUESDAY, the 8th Instant, at

3 p. m. E. L. WOODIN. Acting Superintendent. P. & O. S. N. Co.'s Office, Hongkong, February 3, 1887.

Destination.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAL (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Capt. Anderson, will be despatched as above TO-MORROW, the 4th February, at 3 p.m. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, Fobruary 3, 1887. SHIPPING

ARRIVALS. February 3, 1887 :--Descalion, B itish str., 1,374, Asquith, Swatow February I, General. - BUTTERFIELD

& Swire. Achilles, Br tish steamer, 1,528, C. Anderson, Liverpool Decomber 18, Port Said 3), Suez January 2, Penang 23, and Singapore 27, General -BUTTERFIELD & SWIRE. Anton, German steamer, 396, E. Acreboe, Hollow February 1, General, -WIELER &

sen, Chefoo January 28, General. -- MEYER Joss Sticks, 50 pkgs. Rattans, 28 cases.

Cheang Hock Kian, British steamer, 956, Fred. Webb, Swatow February 2, General. -BUN HIN CHAN, Paumber, British steamer, 886, W. Jackson, Chinkiang January 30, Rice .-

JARDINE, MATHESON & Co. . DEPARTURES. February 3:-

Carisbrooke, for Saigon. Namon, for Coast Ports. Quarte, for Chinkiang. Johann, for Holhow and Pakhoi. Paumben, for Whampon, Devouhurst, for Amoy. Lee Sang, for Shanghai.

CLEARED. Toonan, for Shanghai. Achilles, for Shanghai. Propontis, for Saigon. Marie, for Haiphong. Signal, for Hoihow and Pakhoi. Independent, for Saigon. Sarthe, for Haiphong. Active, for Swatow and Chefon. Deucation, for Singapore and London. Cheang Hock Kian, for Singapore. Anton, for Holhow and Pakhoi.

PASSENGERS.

ARRIVED. Per Descalion, from Swatow, Mr and Mrs Hunt and child, and 49 Chinese. Por Achilles, from Liverpool, Mr and Mes Munn, and Miss Pagden; from Singapore, Mr Knight, and 49 Uhinese, Per Anton, from Hothow, 9 Chinese. Per Cheang Hock Kinn, from Swatow, 125 Chinese.

DEPARTED. Per Namoa, for Coast Ports, 2 Euromany, and 20 Chinese. Per Johann, for Holhow, 20 Chinese. Per Devonhurst, for Amoy, 10 Chiuese. Per Les Sang, for Shanghai, 2 Chinese.

TO DEPART. Per Propontis, for Saigon, 12 Chinese. Per Marie, for Haiphong, 30 Chinese. Por Signal, for Hothow, 0) C inese. Per Independent, for Saigon, 12 Chinese. Per Deucation, for Singapore, &c., 2 Europeans, and 59 Chinese. Per Cheang Hock hian, for Singapore, 134 Chinese.

THE CHINA MAIL. SHIPPING REPORTS

The British steamer Deucation reports Had light winds with heavy weather. The British steamer Achilles reports Experienced light breezes and clear weather up to 19° north; therico strong monsoons with rain, and heavy easterly swell. On February 1st, spoke : H.M.S. Cleopatra, bound South, lat. 16° 42' north, and long.

113° 45' 45 east. The German steamer Active reports The first part of the passage strong N.E. wind with rain and showers; the latter part moderate breeze and fine weather till arrival.

EXPORT CARGOES. Per American barque Alden Besse, sailed 25th January :- For Victoria, V.1., 1,477 pkgs. Tea (unknown), 405 pkgs. Oil, 87 chests Opium, 24,6 6 bags Rice, 266 pkgs. Soy, 102 bales Sugar, 1107 pkgs. Samshoo, 13 pkga, Joss Stick, 50 bags Rice-flour, 40 hags Root-flour, 60 bags Sugar, 10 pieces Rattan Chairs, 2 bdles. Rattan, 21 boxes Tobacco, 29 pkgs. Chinaware, 30 bags Beaus and 2485 pkgs. Merchandise.

Por S. S. Jason, sailed 27th January :-For London, 1850 pkgs. Ten, containing 35,850 fbs. Scented Caper, 47 cases Sundries, 5 pkgs, Curios. For New York, 35. pkgs. Canes. From Manila, 6 cases Cigars. For South America: from Foochow, 300

Per American barque, Hayden Brown, sailed 27th January :- For New York, 7014 pkgs. Cassia, 500 pkgs. Rattan Reeds, 328 cases Fans, 201 bales Straw Braids, 198 pkgs. Hides, 170 cases Essential Oil, 117 Activa, German steamer, 390, Christian- bales Wool, 106 cases Chinaware, 60 cases Hair, 17 pkgs. Rattanware and 1 case Fur-

Per Gorman brig Adolph, sailed 28th January :- For Hamburg, 1000 pkgs. Cassia Lignoa, 181 pkgs. Hemp, 300 bags Charcoal, 200 boxes Staraniseed, 443 pkgs. Canes, 212 boxes Camphor, 100 bales Feathers, 50 boxes Gallnuts, 40 rolls Matting, 31 boxes

Fans and 20 casks Soy. Per S. S. Malwa, sailed 1st February :-From Hongkong and Canton:-For London, 5 bales Fine Silk, 8 cases Silk Piece Goods 11 cases Bristles and 22 pkgs. Sundries. For France, 22 bales Fine Silk and 1 case Piece Goods.

POST OFFICE NOTICES. MAILS will close:-

For BANGKOK --Per Killarney, at 11.30 a.m., on Friday, the 4th inst. For SWATOW. -

Per Hailoong, at 11.30 a.m., on Friday, the 4th inst. FOR SHANGHAL .-Per Achilles, at 2.30 p.m., on Friday, the

4th inst For SAIGON,-Per Fortigern, at 4.30 p.m., on Friday, For PORT DARWIN, THURSDAY IS. LAND, COOKTOWN, TOWNSVIL

LE, BRISBANE, SYDNEY, MEL-BOURNE, ADELAIDE, &c., &c.-Per Fannadice, at 4.30 p.m., on Saturday, the 19th inst. For SINGAPORE -Per Cassandra, at 10.30 a.m., on Monday,

the 7th February. FOR STRAITS AND CALCUTTA .-Per Taisang, at 2.30 p. m., on Tuesday, the th February For STRAITS & BOMBAY .-

Per Khiva, at 2.30 p.m., on Tuesday, the 8th inst. For EUROPE, &c.-Per Nurnberg, at 11 n.m., on Monday, the 21s Rebruary.

MAILS BY THE FRENCH PACKET. will be despatched on TUESDAY, the 8th February, with Mails to the United Kingdom, Europe, and places beyond, vid Noples; to Saigon, Straits Suttlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

Agents.

Ynen Fat Hong.....

Siemssen & Co.....

.. P. & O. S. N. Co....

\$ 111,760.34 £2 div. 1-year 145 % prem.

Tls. 100, 000 Fis. 406,132.00 Tls. 20 p. sh. Fis. 270 per share

17.000

1151.13

439,089,41 \$31 p sh. /84 85

187.524.75 20 % # annum - 63.

283,482.55 3-7.60 for '85 \$4271

4,387.5,9 7 % for 1885 par

6,701.43 7 % half year and 2°/ bonus

13,451.51 None

696 66 818

1,125.30 812

First year

Pande

March Li

June 30

Jan. 18

June18&Der.

404,401,00 to 7 for 1885 -721 ex div.

228,811.67 8 6 for 1881 -90 per share

2,868.89 6 % for 1885 St8v per share, nemina

12,850.746 % half year 72 % prem., ex div.

1,527.3.11 10 % and 2 % \$130 per share, buyers

8126 per share, buyers

\$411 per share, buyers

B % prem.

8 % prem.

2 % prem.

60 % diacount

1,321.41 36 half year 3195 per share

POSITION PER LAST REPORT. Last Dividena

Norddeutscher Lloyd February 21, at noon.

Jardine, Matheson & Co About February 8.

late of Leaving.

February 4, at noon.

February 7, at 5 p.m.

February 12, at 3 p.m.

February 8, at 3 p.m.

FEBRUARY 3, 1887.

Closing Quetations,

. February 8, at noon.

Feb. 4, at daylight

Feb. 8, at daylight.

Per Anton, for Hoihow, 30 Chinese. Vessels Advertised as Loading.

SHARE LIST. -QUOTATIONS.

\$ 4,500,000

\$ 200,000

575.000 3

188,000 3

566,700 3

18,00

6,00

all.

all

BIL

all

25 all

1884 3..... 2790 \$

CC0.00t

28,711.5 3

1.000,000 \$

Vesselle.

Havre, &c., via Suez Canal Cassandra (s) C. Haesloop

... Killarney (s)......James O'Neill.,

Marseilles, and Ports of Call ... Anadyr (s) Delacroix Messageries Maritimes

Captain.

MEMOS. FOR TO-MORROW

Shipping. Daylight .- Thibet leaves for Nagazaki, & Noon - Zill gracy leaves for Bangkok. 3 p.m. - Achilles is aves for Shanghai. Miscellaneous.

Ulaims against the Mosser must be sont in to Messes Russell & Op., on before this date.

A. S. WATSON & Co., Ltd., ARE NOW OFFERING

FOR SALE AT GREATLY REDUCED PRICES, THE REMAINDER OF THEIR SEASON'S STOOK

CHRISTMAS CONFECTIONERY, comprising:

CRYSTALLIZED FIGS. APRICOTS, GREENGAGES, &c., Boxed FRUITS, Fics, RAISINE, JORDAN ALMONDS, ASSORTED FRENCH SWEETS. CHOCOLATES, FANCY BOXES, -ORACKERS,

&c., &c., &c. S. Watson & Co., Limited, HONGKONG DISPENSARY. Hongkong, January 13; 1887.

The publication of this issue commenced

The China Klail.

HONGKONG, THURSDAY, FEBRUARY 3, 1887. TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL'] (Via Southern Line.)

THE REPLY TO THE QUEEN'S ADDRESS.

LONDON, Feb. L. The House of Lords have voted the address in reply to the speech from the throne after a short debate.

The debate in the House of Commons on the Address continues. SERIOUS SHIPPING DISASTER.

LONDON, Feb. 1. The Emigrant ship Kapunda has been sunk off the Brazilian coast after being in collision and 300 lives were lost.

LOCAL AND GENERAL.

PASSED SUEZ UANAL. OUTWARD BOUND :- Thisbe, Colombo, Decomber 31 : Devoushire, Jan. 7: Glenroy, 11; Breconshire, Prometheus, Geneval Werder, 18; Glorertney, Telamon 21; Amphitrite, Hector, Ningchow Oxus, Chelydra, 25; Braunschweig, Ca-

char, 28. HOMEWARD BOUND :- Benvenue, Antonio, Dec. 3: Camorin. 31 : Electra: Jan. 7 Niobe, Iphigenia, 25.

on the 2nd Jan., at 7 p.m., and may be expected here on or about Sunday morning, the 6th February. This Packet brings replies to letters despatched from Hongkong on Nov. 23. HE O. & O. S. S. Co,'s steamer Belgic, will be approving of bad law. with the next AMERICAN MAIL (to the

may be expected here on or about the her on the line between Penang Quedah, The steamship Japan, from Calcutta, left Singapore on the lat inst., and may be expected here on or about the 8th

A BRANCH of the Banque de l'Indo-Chine

Liverpool, left Singapore for this port this \$1,500, with costs.

WE again remind our readers of the performance to be given this evening in the Theatre by the Salinger Opera Company. On Saturday, the Company will perform Patience, and on Thursday 'The Mikado.

OUR morning contemporary estentationaly

brings forward a suggestion to-day for which it no doubt in the subline innocence the steamer Godavery, of the Chinese comof its ignorance claims originality. Speakmissioners deputed to inquire into the coning of the long intervals between the meetings of the Chamber of Commerce, it says What we would suggest is that the Chamber of Commerce should hold general meetings monthly or quarterly instead of unnual ly.' This idea it proceeds to elaborate in ward of five hundred rupees for the discoa manner very similar to that advanced by the China Mail in July last. We then common belief that the fire was not the account of ill health without being able to said :- In view, therefore, of the long and result of accident, the Police Commissioner's give any public addresses. In noting herinactive vacation of the Legislative Coun- Madras, who have experienced a sad shock Times says — We are informed that Mrs. cil, would it not be an advisable thing for from the disastrous fire, wish the celebra- Mary Clament Leavitt, the eloquent Amerithe Chamber to do, to call a meeting say tion of the Queen's Jubilee postponed to can lady advocate of temporance and other overvous to discuss matters of interovery quarter, to discuss matters of inter- agreed to. -Straits Times. est, to exchange views upon the subjects which agitate the public mind, and to re- THE hardness of the times does not stand port verbally upon the action taken by the just the way of journalistic enterprise in Committee upon any given question ! We think that the Chamber would strengthen ment displeasure for inserting an article its position and extend its influence by acting upon this suggestion. Although the gibly suppressed and the editor was indicted Committee is fully empowered to act in all for sedition. Pending his trial which, the contingencies as representing the entire tence of imprisonment, he went to Batavia body of the Chamber, it is self-evident that and started a daily there last year, in opoccasional meetings of the Chamber itself, position to three others in the field. Batawith the purpose of approving or modifying the ensuing struggle for existence resulted or emphasizing the action of its Committee, in the Dogblad, after a fourteen years would increase the force of such represent. honourable career, yielding to its young rival. The latter bears the name of the ations made, while they would not fail to Batavis Nieuwiolad. Judging from the deepen the regard of the community for specimen numbers to hand, it is creditably the only thoroughly independent represent. got up, and presents news items, and topics ative institution of which this Colony ca- form that its success so fer is easily account-

torday by Reuter adds one more to the list Sherriff from the Straits Settlements the of recent calamitous fatalities at sea. This that Mr Justice Sheriff's councetion with emigrant ship Kapunda, which has been our courts here is about to cease. He has sunk with three hundred souls, was on her Guiana, as his health cannot stand the way from London to Fremantia, and was offects of this climate, It is but scant commanded by Captain Masson, She was praise to say, that Mr. Sheriff has during an iron vessel of 1,005 tons, built in 1875 for himself in public opinion and universal by Mesers A. McMillan & Son (Dumbarton), regret is expressed at his enforced deparand classed 100 A I at Lloyds. Her owners ture. He may rost assured of the good London. The circumstance of her being successor Mr J. T. Goldney was called to sunk off the Brazilian coast is, of course, quite explainable, as outward-bound vessels usually take that route, in rounding the Cape, and frequently sight the coast of

THE Acting Attornoy General has not al-

lowed the grass to grow under his feet with

respect to the question raised the other day in Criminal Sessions by Mr Brereton with regard to the scope of Ordinance 2 of 1875. It will be remembered that Mr Brereton custody on the morning of the 2nd January. appeared for two Chinese who were charged, under this Ordinance, with bringing two the time, are prepared to give evidence Annamese women into the Colony for the that they saw him stab Schroder. We are purposes of emigration and prostitution; and that he contended with some success that the To show the superior speed of the French Ordinance referred solely to Chinese women. The Acting Attorney General admitted when the point was raised that the title of the bill was 'An Ordinance for the better protection of Chinese Women and Children, and that in the preemble mention was made of Chinese alone; but he argued that in the clauses the words were 'any woman,' and from this it would soom that he had some doubt as to the scope of the bill. This doubt apparently still clings to him, and he proposes to-morrow to introduce into the French Mail Sept. 2 Legislative Council 'an Ordinance to remove doubts as to the application of Ordinance.2 German Mail Oct, of 1875. It may seem rather premature to criticise a bill the terms of which have not been made public, but if the heading Shanghai Banking Corgoration Limited, left of the bill to be introduced to-morrow gives any indication of the nature of its provisions, we should say that the new bill is hopslessly he was sent out to Singapore to assume the illogical. There can, we think, be no doubt as to the application of Ordinance 2 of 1875. The presmble to that bill expressly of the business community that the Hongsays :- Whereas It is expedient to make better provision for the punishment of persons guilty of selling * * * Chinose Women and Children * * * it enacted. After this express state- for any public purpose in which his name did mont of the purpose of the bill would be the height of absurdity in our opinion to argue that it provides for the bye, and as the steamer moved off three protection of other persons than Chinese. How, therefore, the Acting Attorney Gen- by Mr. Wade Gardner. - Straits Times. eral is to remove a doubt which to any logically-minded person does not appear, is a THE mercantile public and other business puzzle which we hope he will be able to satis-Hampshire, 14; Vorwoerts, Moray, 18; have embraced Annamese and any other as-Glaucits, Clensagles, Oder, 21; Ulysses, tives who may be subject to the machinations The French Contract Packet Anader The Iraquaddy, with the French Mail of only way to get over the difficulty is to re-December 31st, was to leave Saigon peal the old bill and introduce a new one, diver's suit, and the contents will, he says, one. If our unofficial members allow such

ultimo for a cruise.

A CRUISER is being built in France for the Russian Government called the Admira Korniloff, in honor of the present Commander-in-chief of the Russian squadron on the China and Japan station.

and Tongkah.

that the steamer Sikh, from Glasgow and gave judgment against the defendant for Persia to connect the Mediterrane in with

lately decamped with the mess-money of ficial capal would enable vessels to reach the European Police Contingent at Sings. the Tigris, and the Tigris and Chat-el-Arab pore amounting to about \$267 has been would be canalised to the Persian Gulf. captured and taken back to Singapore.

The Pirates of Penzauce, on Tuesday next ships of the China Squadron which have arrived in Singapore will make certain evo- three days. It does not look by any means lutions in the Straits of Malacca H. E. as feasible a project as the canal route by Admiral R. V. Hamilton, C.B., may also | way of the Jordan Valley and the Dead Sea be expected. THE Nieuwsblad of the 6th Jan. announ-

ces the arrival, that morning, at Batavia in

dition of their countrymen in other lands,

On their coming ashore, they were welcomed by noboby at the landing place, not even by a Chinaman. THE Sheriff of Madres has advertised a revery and conviction of the incendiaries at Mas Leavitt, the Temperance Reformer, the recent fire at. Madras, as he shares the has been compelled to leave Hongkong on

Java Mr P. A. Daum editing a newspaper for the support of herself and three at Samarang, fell recently under Governwhich the powers that be took to be seditious. The newspaper in question was forvia being anable to support four dallies, ed for -Strait Times.

The terrible catastrophe telegraphed yes. In noticing the removal of Mr Justice wishes of the people of this Settlement wore Messra Trinder, Anderson & Co., of wherever his future lot may be cast. His the Bar in 1869 at the Inner Temple.

THE new year in Deli (Says the Strait, Times lias set in undergloomy circumstances. On New Year's eve, a quarrel arose between two Indo Europeans, Brown and Schroder by name, both in the service of the Deli Railway Company, They had for sometime been on a rather unfriendly footing with each other and happening to meet at the house of a fellow employe that evening, a dispute arose between them which ran so high that Brown stabbed Schroder twice with a sword stick. Schroder died shortly after The murderer was taken into He denies having committed the crime. Several witnesses who were on the spot at informed that Brown hails from Singapore.

over that of the German mail steamers, the Straits Times says it has only to mention that duplicates of correspondence despatched from Singapore by the former were delivered in London some days in advance of the latter, and that instructions have been sent out to some heads of houses in Singapore to reverse the order of despatch, unless the English or French mail is one week be-

The following figures as to the arrivals of the first two German mails in London may be of interest :-

Arrived in London, Days. Hongkong. German Mail Sept. 3 French Mail ... Sept. 30 Nov. 1 Nov. 4

Mr. W. G. Greig, the ex-Manager of the Singapore branch of the Hongkong and for England on the 24 ultimo in the mail steamer Kaisar-I-Hind. Mr. Greig was connected with this bank for some years before management on the departure of the late Mr. Winton, and it is to his business qualifications and great popularity with all classes kong and Shanghai Bank in great measure owes the position it has attained to. Always courteous to his customers, he was ever ready to oblige them. In society he was no less popular than in his business connection and there was hardly a committee formed not figure. Quite a number of the leading members of the community went down to the Kaisar-I-Hind to wish him good hearty cheers were given. The management of the Bank there has been assumed

men who are in constant correspondence with nearly all parts of the world, will be factorily solve to-morrow. The bill ought to | glad to learn that a Mr. Greyon, second officer of one of the " Allan" line of steamers the Circussian, is taking out patents in England, Canada, and the United States for an of Chinese kidnappers; it does not, and the | unsinkable mail bag which he has just perfected. It is of india-rubber, with conves covering of similar meterial to that of a or introduce one supplementing the present be as dry after 12 months floating on the water as they were whon enclosed in the bag. Mr Groyson wishes to see the idea. an ordinance as is proposed to pass, they adopted by the British and Canadian Governments in lieu of the present canvas bass, whose uselessness as protectors in the sinking of a vessel have been prominently hama on the 1st Feb., and may be THE Russian cruisers Craysser and Digit demonstrated at the recent sinking of the expected here on or about the 7th lait Singapore on the morning of the 23rd Cunard steamer Oregon in New York harbour The bag, although full of mail matter, can be used as a life-preserver, being The D. D. R. steamship Polyhymnia left The local steamer Rainbow has been sold infinited with air and very buoyant. Ocean Singapore on the 30th January, and to the Siamese government, who will put passengers are also interested in the invenand lifebuop combined. We commend this invention to the attention of our Postmaster

THE latest project for shortening communication with India throws Colonel Stewart's into the shade, and it originates in France. M. Eude, a civil engineer, has propounded The libel case, Egerton as Penang Gazette, to the French Academy of Science a scheme was concluded on Wednesday, the 19th for a Titanic work—namely, the cutting of the Persian Gulf. The Orontes would be canalised and a portion of the Euphrates as EUROPEAN Police Constable Wynne, who far as Babylon. Thence to Bagdad an arti-The most difficult portion of the works would be cutting through the mountains to TEE Straits Times understands that the get at the Euphrates. The calculation is that the route to India would be shortened which two or years since was projected by English Engineers and discussed at Stafford House by a preliminary committee of promoters. The Paris, commenting on the project, foars that England would not allow France to monopolise it. However, generous France, in the interest of progress and humanity, would probably cede the brilliant idea to England, if she would only consent to carry it out -and pay the French promoters a vast commission for the idea? We do not doubt it - Overland Mail.

> kong, and expects soon to visit Singapore. She is the daughter of a clergyman and also the widow of a clergyman. After the death of her husband, she opened a school gave up to devote herself antirely to teniperance work. In 1884 she was sent as a round-the-world missionary, to represent the World's Women's Temperance Union. and sailed from San Francisco for Honolulu in November 1884. Since then she has been continually engaged lecturing in the colonies, in Japan and China, and intends passing on to Burma and India from Singapore. She is a fine motherly lady, about fifty six years of age. A most impressive speaker, quite a woman in manners and conversation, but well able to hold her own on thuse subjects which she has made her special study and life work. She has been expected in Singapore for some time nest. no doubt arrangements will be made to afford the public an opportunity of bearing her. She may pay a visit to Bangkok bofore coming to Singapore, but this is by un

Under the superintendence of

FORTUNE TELLING...... WELL OF TRUTH

will be performed at 10 r.m. on each BUILLESQUE ENTITLED THE LILY OF THE (HAPPY)

By the Author of ' Buttereup Bower.'

HERE LOUIS KLEIN, of London.

Dress Circle (numbered and re-

NOTICE TO CONSIGNEES. are requested to send in their Bills of

G. DE CHAMPEAUX,

Mr. Andrew Wind,

Neither the Captain, the Agents, nor any Debt contracted by the Officers or Crew of the following Versels, during their stay in Hongkong Harbour:-

DANISH MONAROH, British'steamer, Capt. J. H. Bowers, American barque, Capt. John A. Plum. -Gonsalves & Co. SARAH HIGNETT, American ship, Capt. A.

Estival.—Remedios & Co.

(Calling at PORT DARWIN, and taking ZEALAND, &c.)

from Japan, will be despatched as above

(FLORIO & RUBATTINO UNITED COMPANIES.)

RANEAN, ADRIATIC and LEVANTINE

The Co.'s Steamship Archimede,

Captain Canera, will be

Captain C TUESDAY, the 8th February, at Daylight. The Steamer has sp'endid Accommodation for Passengers and carries a Doctor

Stocks. BANKE. Hongkong and Shanghai Bank Corp. 80,000 Nort's-China Insurance Co., Ld. 5,000 Yangteze Insurance Company, Ld. ... 8,000 Union Insurance Society Co., Ld.... 10,000 China Traders' Insurance Co., Ld ... 24, 900 : Canton Insurance Office Co., Ld. ... 10, 000 5 Chinese Insurance Co., Limited 1,500 3 Hongkong Fire incurance Co., Ld. .. 8,000 ; thins Fire insurance Co., Ld. 20,000 | Singapore Insurance Company, Ld. 40, 000 3 STRANGOAT COMPANIES. 194 HK. C. and M. Stramboat Co., L. 40,000 5 Douglas Steamship Co., Limited 20,000\$ Indo-Ohina S. N. Oempany, Limited 18, 387 2 China and Mauila S. S. Co., Ld. 3,500 4 H'kong & Whampon Dock Co., Ld. 12,500 & HK. and China Gas Co., Limited. 1 5, 100 & New Shares 1 1,900 E Hongkong Hotel Company, Lt ... | 3,000

3,000 sha isaued Ohina Sugar Company, Limited..... 9,000 i Hongkong Ice Company, Limited 5,000 3 Hongkong Bakery Company, Ld. ... Luzou Sugar Company, Limited 7,006 3 Perak Sugar Cultivation Co...... 5,000 Tl. Perak Tin Mining & Sting Co. 5,000 3 Punjom & Sunghie Dua, Samatan 40,000 \$ A. S. Watson & Co., Limited 3,800 \$ HK. High-Level Tramways Co., Ld. 1,250 8 Chineso Imperial 1891 8,56 [1]

Government received a supply of the new 50 cent silver pieces for circulation in the Straits Settlements. The new coin, which can be had on application at the Hongkong | call for remark. Besides, it is useless to and Shanghai Banking Corporation and the Chartered Mercantile Bank in Singapore, is much smaller than the Hongkong curren- into a subject without giving him the cy of the same value. On one side of it is authority to make his investigation comthe Queon's head with the words Queen. Victoria, and on the reverse, Straits, Settlements, Fifty Cents, 1886, with figure 50 departure from the intention of the Ordiin the middle. The supply received amounts to \$30,000 in value. -Straits

A CONTEMPORARY, in the course of some refluctions gives a curiousstory which shows that the British soldier of the day is not behind las predocessors in soldierly, qualifications :- Private Thomas Atkins of today may be five foot four in his mmunition boots, less than thirty-throo. finches round the chest and hard to keep in hand; but he has still a good deal of son, it shall be lawful for the Registrar the spirit that sent his predecessors of the Light Division up the shot-torn vineyards of the Alma. Twenty soldiers in tho Nyingyan district are ordered to cross a. This it seems to us is dealing directly river and burn a village. The boat in which they are to cross is pointed out tothem. Unfortunately the boat has its tinues to go on; and a detachment of five brought up for prostitution, and this secmen and a bugler, a small boy, take off their tion aims at dealing with something difgarments and proceed to swim the river; losing one man as they cross. Then, clad able occasion, they wak up the bank, advance upon the village, wherein, for anything they know, there may be a hundred decoits, and set it on fire. Luckily the village is descrited, and the dacoits are flying further into the jungle; so no one; is hurt, and the little band returns naked, but not ashamed, having done what they were told to do. The idea of Thomas. whom a paternal Government has supplied. with a rifle and a uniform, discarding these trifles, and running about the country with nothing on in pursuit of dacoits is very ludicrous; but the little affair has its more solemn side, and it is impossible not to tude, which, on the face of it, it does, there admire the reckless bravery of the four men and the bugler of the 2nd Queen's on the Sittang river.'-Rasgoon Times.

THE BETTER PROTECTION OF YOUNG GIRLS. THE Ordinance for the better Protection of Young Girls will be read a second time in the Legislative Council to-morrow. Since it was read a first time, members of Council have had all the correspondence on the subject before them for some time and have find full opportunities of considering the matter in allits bearings. They should therefore be fully prepared to discuss the provisions of the bill as they are brought before them, and to point out in clear and convincing terms wherein the bill is at fault. With the object of the bill no one who knows anything of the evil will quarrel. All will approve that, as the Bill says in the premible, it is expedient the shareholders were asked to vote the to prevent adopted children and fomale large sum of \$42,000 to complete the million servants being brought up in the Colony for | marks no one present I think imagined the purpose of prostitution. The evil is a further calls of this nature would be made crying one, and demands urgent remedy. I believe, that the risks they are taking are ment is better prepared to undertake the care and guardianship of the children in the past. whom they seek to protect than ance is now framed, the disposal of sufficiently sound financial condition? the child is provided for as follows: - The Registrar General * * * ahall make such order for the proper custody of the child as the sircumstances of the case may require. Now to say the least of it, this provision is vague and unsatisfactory. Are the children when once their condition is discovered to remain, as was up, say \$20 a share. admitted to be the case in one instance at least, by the Acting Colonial Secretary recently, with their deproved 'pocket mo'hers', security being demanded for their proper treatment? Are they to be left to be contaminated in mind if not polluted in body by (Before Sir George Phillippo, Chief Justice the unwholesome surroundings of procuresses ! And if not with them, where ! These are questions which the Government should be asked to answer before the members approve of the bill. If the Government had followed the sensible course which has been adopted by the Government of the Straits Settlements and made provision in the Ordinance for the establishment of Home, these portioent questions would have been avoided. And without Home we do not see how the bi can be allowed to come into operation. It is only by complete separation from their vile mistresses that the condition of the girls can be improved. If the Government is not prepared to effect this, it may as well leave the matter alons and allow the force of public opinion, for we have hopes of Chineso public opinion, and such checks as at present exist, to stamp the evil out To the other provisions of the Ordinance dealing with this system of rearing girls Apo) and a look-out man (Wong Ayau). for prostitution we have no particular Li Tim Chi was sitting near the atern at objection. The Registrar General scems the best fitted among all the officials to in- out on the port side before the mainment, vestigate matters of this kind, and, with and also looking after the fore sheet. At two Chinese Justices associated with him, ought to be able to deal with the on looking over the stern saw a red and merits of the cases brought before him justly and equitably. The Chinese Justices will fulfil the duties of a jury, and steersman, to look, and Wong Apo said it will naturally be anxious to see that justice is done. This should be all the more readily accomplished seeing that the light was then made by burning grass and Registrar General will have power to sum. mon any person who may be able to furnish | the statboard corner of the junk's stern, | Norden was coming down the river from information which may be useful in decid- going through the junk towards the main. Whampes to Hongkong and the Espois was ing the merits of the case. It is true that the proceedings of this body will be held ken off, but the port aft part of the stern float to the secount of those on board the Norden largely in camera, but any person who feels ed, and on this the people on board the and at 6.30 according to the account of aggrieved or affected by any order made by junk, nineteen in all, including women and those on hoard the Espoir. I do not conthe Registrar Generalmay appeal summarily by the junk, rescued those on board and ships as of any very great importance, as

sioners Powers Ordinanceon Commissioners, and is therefore not so exceptional as mnose on an officer the duty of enquiring plete. Section 6 seems to us to be a distinct nance. There it is provided: 'Whenever the Registrar General shall have reason to believe that any female child botween the ages of six and sixteen years is in the custody, power or possession of any person who has no legal right to such custody, and that it is projudicial to the interests, and liberty of such child that she should continue in the custody of such per-General to make application to a Judgo in chambers for a writ of Habeas Corpus.

ferent altogether. Either the section contradictory; and the Attorney General same course as he has adopted with an plication of Ordinance No. -of 1887.' If the to be made clear that it does so. If it is intended to interfere with domestic servi will be more opposition to the bill than was

CORRESPONDENCE.

THE HONGKONG FIRE INSURANCE CO. (To the Editor of the 'CHINA MAIL.'

Hongkong, Feb. 3. Sir.—Presuming that your columns are open for the legitimate and fair discussion of the actions of directors in public companies. I will ask your permission to make the following observations ment the proposed alterations in the Hongkong Fire Insurance Co.'s Articles of Association as advertised in your paper.

For some twenty years, the shareholders have been led to suppose that when the Reserve Fund amounted to one million dollars, the dividend would then he largely increased, but now, at the last moment, we are virtually called upon to sanction the accumulation of a further sum of \$500,000. I look upon this as nothing short of a breach of faith. Only at the last meeting reserve, and from the then Chairman's reon the shareholders. The directors say. aside is sufficient, if the risks are taken with the same caution as has been shown

With a Reserve Fund and Paid-up Capital of \$1,400,000 and an uncalled capital |

This unlooked for action of the Directors will depreciate the shures for a long time to come, and, what is more, will prejudice many clients who have been also share-The proposals are in my opinion as

unwise as they are unjust, and this opinion I venture to think will be made manifort If more capital is required, why not call

MANY YEARS A SHAREHOLDER.

SUPREME COURT IN ADMIRALTY.

with Hon. H. G. Thomsett, Assessor). Thursday, Feb. 3.

LI TIM CHI U. THE COMPAGNIE DES MESSAGERIES MARITIMES, OWNERS

OF THE S.S. AVA. His Lordship delivered the following udgment in this suit this forenoon :-In this case a suit was instituted against the defendant Company for damages on 16th July, 1886, caused by a collision between the Ava and the Wing Li junk, on the morning of the 7th March, 1886, and an appearance was duly entered by the Co., on 24th July, 1886. According to the evidence given on the part of the plaintiff the junk Wing Li was, on the morning of the 7th March, 1886, standing in for the land under foresail and mainsail, on the port tack, close hauled, with wind at north, the vessel heading about north-east. The Wing Ly is said to have had a light at the foremast head, and another light on a pole in the midships of the stern, which lights had been lighted before 6 p.m. of the 6th. but which it was admitted were not trimmed during the night. The night was dark with a little mist. Between 3 and 4 a.m. the master and owner, Li Tam Chi, the plaintiff, was no deck with the helmsman (Wong tending to the main sheet. Wong Apo was steering and Wong Ayau was on the lookabout 4 a.m. Li Tim Chi says he heard a noise in the water astern. He got up and white light a little on the starboard quarter, about 40 or 50 cheongs off (155 to 140 English yards). He called Wong Apo, the was a stonmer and called out to Wing Ayan Srd November 1886. The two suits were to call the crew, saying a steamer has instituted respectively against and by the come, get up and light a light.' A great rain coats at the stern of the junk and al. ly defended and projecuted by the Admimost immediately after the steamer struck | raity as representing the Government. The mast and cutting her in two. The forepart | going up from Macao to Canjon when the of the junk sank, the mainmast was also bro- collision occurred, at about \$.48 according children, took refuge. The Ave remained sider the difference in time between the two to a Judge in chamben, and if his grievance brought them to Hongkong. According to the clocks on board the two ships could the evidence on the part of the defendent | hardly be expected to agree having no combe substantial he will no doubt get it prompt. Co. the Ava. which is a steamship 384 it. 6 mon standard of time and possibly pack ly remedied. The power of summoning wit in long, 36 ft. 4 in beam, was bound from having the local time of Whampon and

By the mail steamer Thomes, the Straits has lately been conferred by the Commis- March, from midnight to 4 a.m., was steen the Worden not opening up as they Russian Budget shows a deficit of thirty-six bottom knocked out of it by dacoits rearing girls for prostitution as it well can junk's bows were smashed and under water The witnesses on the part of the Norden starboarded, when suddenly the Norden's Obviously it is the duty of the party to be. The Ordinance has been framed and the foremast was broken off, the main- were the chief officer (Mr Elberg) who red light was seen and the Espoir's helm to the authorities. But the party con- expressly for preventing girls from being the must was standing 15 to 20 minutes after was on deck all the time; the master, was put hard-a-port and the engines were as was Lady Godiva on a certain memor- should be struck out or the pream- ship, but they did not come on board for before the collision; the look-out man (Si bined rate of speed, have been 3.68 may at some future date have to follow the, water line, 28 to 30 feet from the stem in part of the Espeir were Lieutenant Adams, fore the collision. These rates of speed ordinance on a cognate subject and bring in the master of the Ava that the damage to chinery in the Royal Navy and in charge the chart and puts the place he marked as an 'Ordinance to remove doubts as to the ap- | the plate was probably done by the anchor of the steam department in the Nayal Yard | being the place where he first saw the Nor-But we must deprecate any ipremature at larger. This is true, but as formerly no them. The Ava's course was N. 40 E., 6 p.m. until the collision took place, as he with the spot marked as the place of the col- land the intimation that she will he left to tempt to remedy the evil until the Govern reserve existed, surely the million now laid and the junk must in that case have struck says, about 6.48, according to the Norden's lision. They could have had no possible deal with Russia single-handed, are resentapparently is at present. As the ordin- of \$600,000 surely the Company is in a being upon these respective courses it is ger Island is, as I am informed by my Nau- had taken place where the Norden put it.

proper light, hastily collected what mate- altered her course about 6.25 or 3.30. If dence, even were there is no doubt that

and the Acting Attorney General, instructed by Mr Wilson, of Messrs Wotton & Deacon, appeared for the defendants.

HELMS V. ADAMS AND ADAMS V. S. S. -The following is the full text of his Lord-

ship's judgment in the above suit :-These were cross actions for damages. caused by a collision which occurred between the S. S. Norden and Her Majesty's gunboat Repoir in the Canton River on the Commander of the Espoir, but it was admitted at the hearing that they were actual

phenon, too, is no greater than that which | Salgon to Hongkong, and on the 7th Macao respectively; but so completely do p.m. Thence she steered for Tiger Island; at the henring, from the fact of the green

of the chart room and saw a junk with- the needless and improper manouvre of the considered at a distance of from out lights 12 points on the port bow, about other when there was no risk of collision 3 to 4 miles off when he first saw them. collected on the aft part of their vossel the collision was apparently inevitable; the under lo minutes from the time of setting between the mainmast and the stern. The pilot in charge of the Norden (Tang Kong), the course 100 yards from Tiger Island Captain of the Ava sent a boat and brought the 2nd engineer and the chief steward, to the collision. Taking it at 13 minutes them with some of their things off to his who both happened to be on dock just | the Norden must, according to the comthe junk. One plate of the Ava was torn and the chief engineer who was in charge first seen and the Espair must have gone and bulged inwards 1 or 15 feet above the of the engine room. The witnesses on the 1.73 miles and the Norden 1.95 miles bethe place where the witnesses say the junk | the Commander; Mr Clive, the Navigating | put the collision a little to the northward struck the steamer, and it was thought by Officer; Mr Ferguson, Inspector of Ma- of the place marked by Captain Adams on amply corroborated by the evidence, and, senger on the Espoir; Mr Bonstow, the have seen her. The places marked on the the conflict of testimony between the wit- at sea; a lance-sergeant of the Royal Ma- evidence given on the part of the Espoir. tive courses of the steamer and the junk or | were all on the forecastle; an engine-room | therefore in our opinion a more reliable as to the parts respectively of the junk and artificer; the steersman; Mr. Frost, the account than that given by the Norsteamer which came in contact. In this engineer-in-charge, who was in the engine- den, in that it is a clear and succase the latter point is one of the greatest room; a first class boy, who was taken off, cinet account, without any manifest inimportance. If, as is alleged on the part of look-out duties and put in the starboard accuracies. But although the account given junk, the steamer struck her on the star- | gangway to pass the orders aft. On the on the part of the Norden may be inaccurboard corner of the stern, passing through | part of the Norden, the only | witnesses who | ato it does not follow that in the main it her, dividing the fore part from the aft part | profess to have been on deck from the time | may not be correct. On the whole we near the mainmast, the steamer must have of seeing the Espoir's light to the collision | think, however, that the account of the Esbeen nearly on the same course as the are the chief officer, the pilot, the look-out poir is the correct one. Two of the princijunk and must have been a following vessel man and the steersman. On the part of pal facts to be determined are as to where or very nearly so, but this statement, which the Espoir there were the Commander, Mr | the collision occurred and on which sides was stoutly adhered to by all the witnesses | Clive, Mr. Bonstow, the lance-sergeant of the vessels approached each other. on the part of the junk, seems incredible. Marines, the engine-room artificer, the sec- regards these I think the evidence on the seeing that the Ava had 39 feet of beam man and the first class boy, the last four of part of the Espoir is much stronger than and that the junk admittedly floated until with Captain Adams and Mr Bonstow, so was taken over to Tiger Island at the the people were taken off her a considerable | that the Espair would appear to have the instance of the Navigating Officer in order struck in the way described by those on post of numbers and the weight to be that way before and he was going board of her I am advised that she must attached to their positions in taking their this time without a pilot, and was directhave sunk almost instantaneously, as all the evidence into consideration. But neither ing his course in accord with that he had watertight compartments must have been cut | numbers or weight would of course have | laid down upon his chart on his former through or broken and the after part of the any influence with the Court if the testi- voyage. The chart was shown to Captain collected, must have capsized into the water. | mined, counterbalanced by the evidence on | Tiger Island. The statement is made with The account given on the part of the tra | the other side : nor can positive statements | a great deal of circumstantial detail; the is given with great detail, and there is no made on one side or the other be accepted the course is given from Ang-hong-hoi, and reason that I can find for discrediting it. if they are opposed to the deductions rea- I am advised that it was a reasonable thing I am advised that it is probable that from the sonably to be drawn by the Court from the to go over to Tiger Island for a departure. course the Ava was taking that what appear- facts which, in the opinion of the Court. The witnesses for the Espoir, including Mr ed to be a North wind would probably be are proved. Mr Elberg was the principal Ferguson, all speak positively as to their between N.N.E. and N.E. and that the witness on the part of the Norden. He as being abreast of the fort before the junk would be heading closehauled from E. sisted by the pilot, was in charge of the na. Norden was seen, and it seems impossible by N. to E. by S., and this is in accordance vigation of the Norden, and he gives his that they could have been mistaken. The quite ready. So far the general impression Institute. with the evidence given on behalf of the Ava account of everything that sook place distance that they would have run and, in the Austrian Capital is favourable; as to the course of the junk before she struck between the time that he went on deck at the course that they set tallies very nearly though the scornful reference to Austria. her with her stem about an angle of time. The Norden according to his ac- object in starboarding in the place where 45° from her stern which, I am advised, count, was going 91 knots an hour the Norden alleges they did, and they must makes it probable that it was the junk's through the water and there was a have known it would be dangerous to do anchor that made the hole in the plate flood tide of about helf a knot an so, and the Espoir certainly would not have of the Ava. Taking the two vessels as hour. The distance from Whampon to Ti- steamed round the Norden if the collision quite clear that the junk could not have | tical Assessor, 19} miles; and if at 6 p.m. ou account of the Bate Rock. I could kept a proper lock-out, or they must have she was 7 miles from Tiger Island-6 or 7 | not disbelieve the statement made by the seen the Au at a long distance off; and they it is stated by Mr Elberg and about 7 by witnesses for the Espoir unless I came to would not have described her as coming the Capt. -she must have gone about 121 the conclusion that they were concocted upon them in the way in which they allege | miles over the ground in one hour and a | for the purposes of this case; but they have she did, if they had been observing her; half, which; allowing & of a mile for tide given the same account from the very first, and if they had had proper lights the junk during that time, makes it 13 miles through and long before they knew what version was must have been seen at a much greater dis- the water or at the rate of about 0 miles an going to be given on the other side, as tauce off in ample time for the Ava to have | hour, At 6 p.m. he says the Norden was steer- | from one of the charts put in evidence, and avoided her. The lights on the junk are ing about South, and at 6.25 or 6.30, when which was sworn to have been produced at while ascending the stairs at Lord Salissaid to have been lighted before & p.m. of he says he was 4 miles from Tiger Island, the Court of Enquiry, the same positions bury's official residence in Downing Street, the 6th and were not trimmed between that the course was changed to S.E. by S. & S., and courses are given; positions which and succumbed to heart disease, after an time and the time of the collision 4 a.m. of bringing the old fort on that Island right were verified in day-light on the following interval of twenty minutes. Univerval the 7th; and it may possibly be that, if shead. This bearing and distance as I am day, But it was contended on behalf of sympathy is felt at the death of the distinburning at all, they were burning very advised from the Admiralty chart, which is the Norden that the same remarks apply to guished statesman. dimly. The Ava had passed lights of other presumably in the main correct, places the the evidence of their witnesses and that London, Jan. 14.—The remains of the junks, and it is reasonable to suppose that Norden up a creek between Wardroper and | they could not possibly be mistaken when | Earl of Iddesleigh will be interred in Dehad the Wing Si's lights burnt brightly, as Bedingfield Islands, and if, as Mr Elberg they swear that they saw the side light of venshire, on Tuesday next. stated, they also would have been seen. The says, she had been steering about South be- the hispoir as she approached them. If conclusion that I have arrived at, in care- fore changing her course, she must have I had to chose between the two statements fully going over the evidence with the crossed Elliott Island before the course was and to say that one of them was wil-Nautical Assessor, is that the people on board | changed, and after leaving the creek she fully false I should have to believe | ness the Prince of Wales, took place yesthe Wing Si were not on the look out; that must have crossed more than a mile of shoal the case, which commends itself most terday at St. James' Place, Pall Mall, to their lights, if ever lighted, had gone out or | water. If she was 7 miles from Tiger Island | strongly to my judgment, but I do not | consider the scheme for an Imperial Insti-

effect. We think that, had the junk shown minute. At 6.46, when the Espoir's red the time of the collision, and they had industrial and commercial resources of her a light in a reasonable time the Ava light was seen, the Norden should have not, like the witnesses for the Espoir. Sominions, and thus giving expression to could easily have avoided her and that the been at or near Tiger Island Fort instead verified the positions by daylight. The Ava was not, under all the circumstances, of a mile off, and according to estculation chief officer of the Norden possibly thought going at an unreasonable rate of speed and of the combined rate of speed from 6.40 to that he was further down the river than he that the collision was not due in any way 6.40 the collision must have occurred, if it actually was, and he and the pilot, the been re-elected President of the Chamber to the want of a proper or efficient look-out, could have occurred at all, at least a mile look-out man and the steward, persuaded of Deputies. In addressing the Chamber, as the junk appeared on the port side, on below the fort. Mr Elberg, however, mark, themselves and each other that they he said that he was convinced that all parwhich side at all events a good look-out was ed the places on the chart. Those places actually saw the red light of the Espoir | ties were agreed, at any sacrifice, to being kept. I must therefore hold the junk do not at all agree with Mr Elberg's oral as she approached them, believing, as strengthen the Army, as one of the first al ne to blame and dismiss the suit as evidence. The Norden is placed at 6 p.m. they seem to have done, that they were national institutions of the country. against the defendant Company with costs. a little over 6 miles from Tiger Island Fort on the starbuard side of the channel, in Mr J. J. Francis, Q.C., instructed by instead of 7 miles, the place where he al- which case they could not have been the Mr Johnson, appeared for the plaintiff; leges he altered his course to S.E., by St S. Espair's green light. It is impossible to the conference, between Mr Chamberlain instead of 4 miles; the place where he vessels were green light to green light. alleges he saw the Espoir's white light is but it is possible. that they did not 14 6ths. miles from the fort instead of 2 give that attention to the approach of the miles; the place where he alleges he saw Espoir that they ought to have done. If the Espoir's red light is a little more than they had been in the position the Espoir's red light is a little more than they had been in the position the Espoir's red light is a little more than they had been in the position the Espoir's red light is a little more than they had been in the position the Espoir's red light is a little more than half a mile from the fort. The time in puts them in they would naturally have which these distances are said to have been been making for Tiger Island, or they might run does not correspond with the rate of have considered that there was room for speed at which the Norden was going, parti- them to cross before the Espoir came up, outarly the time taken between the altering and desired to get to their right side of the the course, about 6.25 or 6 30, and first see- channel before passing. If the Espois pasing the while light, 6.40-1-6th of a mile in | sed Tiger Island at the time her witnesses from 10 to 15 minutes, and between al. state and took the course which they tering the course at about 6.27 and the describe, as I think is amply proved, it collision at 6.48-13 miles in 21 minutes. appears manifestly impossible that the that the troubles in Burms have ended. The positions of the Norden at the times | vessels could have been approaching each given by Mr Elberg in his oral evidence are other ted light to red light. After gir. Sir Frederick Ruberts, and all others manifestly incorrect, and the positions in ing the matter much consideration, with which he places the Norden on the chart do the Nautical Assessor, we are of opinion

not agree with her speed, and Mr Elberg that the weight of evidence, the clearness himself was obliged to shift the place of of statements and the probabilities are decidcollision on the chart from a point M to a edly and preponderantly in favour of the point L accounting for it by saying that he account given by the Espoir. We are also had not commenced the course of the Nor. of opinion that no blame attaches to the describility bit hup the river, which, if Repoir. She was on her proper side as commander of the Emin Bey Relief he had so done would have essentially al- of the channel and was justified in Expedition, and he hopes to reach his tered all the positions he gave. According assuring that the Narden would not destination by way of the Congo River, to the case of the Espair, the Espair left have put her in Jeopardy by an impro-Macao at noon. She arrived of Ang Hong per manceuvre. I think upon the swid. Zanziber. Hor point (12 miles from Masso) before 6 ence and upon Captain Adams admissions

ing N.E. with wind ahead, going 8½ knots disagree in other respects that it is evident 2½ miles from Ang Hong Hoi; she skirted approached, that the Espoir and the over the ground and 10½ knots through the that either the witnesses on one side of the Tiger Island at ½ cable distance, and when Worden were not approaching each other to water. The night was dark, without haze other have stated that which is not correct, off the fort shaped a course N. by W. . W on parallel courses but on slightly convergor fog and the sea was rough. The Ava insenuch as they distinctly contradict each 1. Northerly (true) to go up the river ing courses, and I at one time thought that had passed several junks showing lights other as to the place where the colision to a place of unchotage for the night. The it might have been better if Captain Adams and they saw those lights at a great dis occurred, and even as to the side of the Navigating Officer saw the course set. had, when he first saw the Norden, ported threatened him with death, on account of tance. The Captain had been on and of channel on which it occurred and also The look out man was taken off and sent to sufficiently to have placed the Espeir on his his sympathy towards Russia, and his the bridge all night looking after the naviga- as to the way in which the vessels the gangway to pass orders along. The port side, but I do not think he was re- marked hostility towards Britain, tion of the ship. The officer of the watch, approached each other and the way in Captain and gunner and a number of the quired to do so and if a collision had oclock-out man, man at the wheel, and quar- which the collision occurred; the case men including these already mentioned curred in consequence of doing so be protermaster were on the bridge. The look-out for the Norden being that the vessels were on the forceastle watching the Norden bably would have expected the Norden man's usual place was in the bows, but as the were approaching red light to red light until immediately before the collision, and to have seen his green light and to have ses was washing over the forecastle he had when the Espoir suddenly starboarded and the Navigating Officer was there from time kept on his starboard side, whatever his been placed on the port side of the bridge, an into the Norden; the case of the Es. to time. About one minute after setting course might have been, until the two as land was expected to be made on that poir being that the vessels were approachside. Shortly before 4 a.m., about 5 or 10 ling each, other green light to proper light at the compass at the wheel, Captain Adams in our opinion, properly starboarded and on minutes before the collision, the ship was when the Norden suddenly ported and came saw a white light a little on the starboard seeing the red light we think she did right slowed down and the Captain and best across the Espoir's bows. The Espoir ad- bow about 5 miles off. Shortly afterwards in reversing and going full speed astern, swain's mate superintended the taking of mits starboarding and the Norden admits he saw a green light under the white one, and also in porting in order to prevent her-

soundings. The Captain returned to the porting before the collision; but they both which was also seen by the gunner and the solf from being out down. At the chart room on the bridge to consult his assert that these orders were given in order men on the forecastle who were examined. I time she ported, in our opinion, the collicharts and while doing so he heard the officer to keep the vessels a little further from each Mr Clive returned to the forecastle after sion was inevitable. The suit against the arrests. of the watch cry out 'hard-a-s'arboard' (rud- other, according to the Norden before the an absence of about five minutes; Espoir must be dismissed with costs and der to starboard) at the same time the on- Espeir improperly starboarded, according that officer together with the Captain there must be the usual reference if necesgine room telegraph signalled stop, go to the Espoir before the Norden improperly and gunner watched the lights for sary to ascertain the damages sustained by astern full speed. The Captain ran out ported. That the collision was caused by about five minutes, which Mr Clive the Espoir in the suit against the Norden. 200 or 300 feet off. The junk's course both sides allege, and it is impossible, not- The Espoir kept her course expecting to with the subject of demestic servitude, was at right angles to the Ara and withstanding the ingenious suggestions of pass green light to green light, and the which is as distinct from the practice of she struck the Ava's port bow 28 to 30 feet | the learned counsel for the Norden, to re- Espoir, when the Norden was 500 yards off from the stem under the anchor. The concile the statements made on both sides. and 2 points on the Espeir's starboard bow, Stokes, appeared for the defendant. ble amended, for at present they are some time, having at first refuse to leave Mim), the steersman (Chan Shing Kwong), miles from the Espoir when she was of the junk. The cases on both sides were in Hongkong, who happened to be a pas- den, a little to the south of where he would

section deals with prestitution, then it ought as will be seen, it is impossible to reconcile gunner, who is an officer of the watch when chart in all other respects agree with the energetic and threatening speech, declared nesses on both sides, either as to the respections, a first class boy and a seamon, who The account given by the Espoir is she is superior to Germany in armaments, garrisons which will have to bear the Maidan. brunt of the first assault. This declaration and the junk but 20 feet, or about one half whom were on the forecastle all the time that given by the Norden. The Espoir bostile spirit; nevertheless the situation is time after the collision. If the junk was advantage as regard witnesses both in res- to take a departure, he had gone up has evidently imposed circumspection and junk, where the people are said to have been mony of the witnesses were, when exa- Adams before taking his departure from certainly will not declare war.

were burning dimly; that they discovered the at 6 o'clock at the rate of speed she was go- think it is necessary for me to do that. In tute, intended to commemorate the steamer when it was too late to do anything; ing, Mr Elberg must be mistaken in saying collision cases it is notorious that there is fiftieth year of Her Majesty's reign. It that they then, knowing that they had no Tiger Island was about 4 miles of when she frequently a great deal of contradictory evi- was unanimously resolved to found an rials they could in the way of rain coats and his distance at 6 o'clock was correct. Tiger | both sides are stating what they believe to | the Empire, an exponent of great industries straw to make a blaze, but that the collision Island must have been less than 3 miles be the truth. In this case the witnesses and the commercial resources belonging to took place just about the time that they from the Norden when he altered her course. for the Norden had no land-mark to go by it, and a fitting national memorial for keeps were able to get these materials lighted. Wo At 6.40 he says the Espoir's white light was like the witnesses for the Espoir. Their ing the Jubilee of the Sovereign of the Emalso consider that the Avz, not seeing lights, first seen 3 miles off. At the same rate of only land-mark was Tiger Island, which pire. His Royal Highness in his speech and only the bull and sails of the junk speed the Norden should then have been they had not even reached at the time of the said that Her Majesty the Queen will showing like a black mass 15 to 2 points on about a mile from the firt. The vessels collision; indeed the pilot on board, who specially value the Institute as a memorial the port bow from 200 to 300 feet off did all | were approaching each other at the rate of | was best acquainted with the river said that | of the love and loyalty of her subjects, who she could to avoid a collision but without 17 miles an hour or at '2833 of a mile a they had not reached the Bate Rock at are united in promoting and extending the

account for the Norden porting when the and the Gladstonian leaders, took place

. Mr. Francis, instructed by Mr. Wilson. from the office of Messrs Wotton and Descon, appeared for the plaintiff; and the Acting Attorney General, instructed by Mr Johnson, of Mesara Sharp, Johnson and

LATE INDIAN TELEGRAMS.

the Rangoon Gazette :---FRANCE AND GERMANY.

Paris, 12th January. - The French Press. in commenting upon the declarations made by Prince Bismarck in the Reichstag yesterday, considers that the speech of the German Chancellor is reassuring for the peace of Europe, because France did not dream of attacking Germany.

Bismarck in the Reichstag, have created a passed profound impression throughout Europe. Prince Bismarck, in the course of an that, as soon as France sees reason to think she will declare war. 'I believe,' said the all other public bodies to be invited to co-Chancellor, that war is quite certain; as loperate by illuminating their buildings. soon as the French think they can beat us thor will begin; that is my firm, immovable conviction, and that is the reason why we from the public deputations. H.E. to be want forty thousand men to strengthen our lasked whether it would be convenient to

deep impression throughout Germany. In France rinco Bismarck's speech was awaited with feverish interest, as it was expected he would make a declaration in accordance with his recent indications of a viewed soberly now that the speech has been heard. The gravity of the situation moderation of tone, and Prince Bismarck's. declaration that the object of the bill is simply to strongthen the frontier against invasion is assumed to be a pacific indication, as the Prince knows that France

the speech with great scepticism, and re-

with mistrust. In Vienna there is rejoicing at the snub administered to France, which it is believed she must accept if she be not prepared to assign the Rs. 80,000 recently voted for resent it by war, for which she is not yet the Public Jubilee memorial to the New

cleared by the speech, which may lead to the re-consideration of the perils of the situation, and thus avert a collision on the

Continent. London, 14th January, -Both the Russian and Austrian semi-offi ial Press regard Princo Bismarck's speech, on the German Army Bill, as tending to strengthen the chance of peace.

THE DEATH OF LORD IDDESLEIGH. London, Jan. 13.—The late Earl of Iddesleigh was seized with a sudden faintness,

THE PROPOSED IMPERIAL INSTITUTE. London, 13th January. - A great meeting under the Presidency of His Royal High-Institute which should be an emblem of

the unity of the Empire. THE PRENCH ARXY. Paris, 13th January. - M. Floquet has THE CHAMBERLAIN CONFERENCE.

London, Jan. 13.-The first meeting of yesterday; the conference is expected to last for some time. London, 15th January. - The Chamberlain Conference has been adjourned until

enable both sides to consult with their SIR DRUMMOND-WOLFF. London, 14th January. -Sir H. Drum-

mond-Wolff starts for Constantinople to-OUR TROUBLES IN BURMA ENDED.

Sir John Gorst, Under Secretary for India, speaking at Chatham yesterday, said and the highest praise was due to General engaged in the operations for tranquilizing the country.

STANLEYS EXPEDITION. Mr. H. M. Stanley, the employer, was entertained at a banquet, given in his honur, at the Guildhall yesterday, when he announced that he sails on the 20th instant. otherwise he will proceed overland from

THE BUSSIAN BODGET.

THE AMEER'S SYMPATHIES.

Reports have reached hero from Askabad stating that the Amoer has summoned the Governor of Herat to Cabul, and has

St Petersburg. 15th January.—Russia adheres to her choice of Prince Nicholas of Mingrelia, as a candidate for the Bulgarian throne, until a properly-elected Sobranjo rejects him, when she will propose another

HARBOWING SCENES AT AN EVICTION. London, Jan. 11.—Harrowing scenes have taken place on the occasion of an eviction of tenants at Glenbeigh in Kerry, where the police were resisted in the exccution of their duty and made twenty-five

THE U.S. CANADA FISHERY DISPUTES: Washington, 19th January. - Committees of both Houses of Congress have strongly approved of the Bills for drastic reprisals being made for the treatment of American fishermen by the Canadian Government.

THE BOXALI DIFFICULTY. London, January 20.—England and France have mutually recalled their Consuls from Zoilah, and harmonious action on the Semali Coast is now expected.

A DANGEROUS CONSTIRACY AT MANDALAY. Mandulay, 20th January :- A dangerous onspiracy has been discovered at Manda-The following telegrams are taken from lay. A young Prince of the House of Alaungpra, son of the Merkerra Prince. and grandson of King Mindone Min, with several Hoongyoes, have been arrested on a charge of conspiracy to burn down the town. The Prince's older brother is at large in the Ava District. Government refuse all information about the affair.

THE QUEEN'S JUBILEE IN INDIA. Calcutta, Jan. 11, 1887.—At the meeting Bombay, 14th January. -The warlike of delegates of local bodies in the Town speeches of Count Moltke and Prince Hall to-day, the following resolutions were

(1) That Calcutta be illuminated on the 16th February, and a display of fireworks. be given on the Maidan; the cost to be met by Public subscription. The Governments of India and Bengal, the Corporation and (2) That the Viceroy be asked to fix an hour on the 16th to receive loyal addresses

frontier, and give necessary force to the hold the ceremony in a pavilion on the (6) That the Viceroy be asked to grant electrified the assembly, and has made a two days holidays, namely the 16th and and 17th February.

Calcutta, Jan. 20.—The Jubilee Meeting in the Town Hall vesterday was presided over by the Lieut. Governor, who delivered a long speech, stating that Government had undertaken the expense of illaminating all the public buildings and monuments, and that the work would be superintended by

Colonel S. Trevor.

Bombay, Jan. 20. - The Bombay Government's proposals, for the commemoration of the Queen's Jubilee, is the establishment of a Victoria Technical Institute, managed by a board composed of the representatives of public bodies, the Government itself retain-In Russia, the unofficial press receives ling three seats. Government is prepared to make an annual grant of Rg. 25,000; gards the conciliatory allusion to Russia, and, to make an immediate beginning and the proffer of a free hand in Bulgaria, possible, the Governor is prepared to lend the greater part of Government House free to the New Institution. Government suggest that the Municipal Corporation should

Exchange. Hongkong, February 3. On demand. 4 months sight, Decumentary, 4 months' sight, 3/4 On demand, Credits, 4 months' night On New York-On domand, ... Credits, 60 days sight, On Bombay-Wire, On demand, ... On Shanghai On demand, ... 716 Gold Lesf, 100 fine \$31.58 Sovereigns, ... \$5.97

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perature is low the humidity high and the

W. DOBEBOK. Government Astronomer, Honakong Observatory, Pebruary S.

I. HIROMETER, reduced to 32 degrees Pahrenneit, and to the level of the ses in inches, tenths and hundredths. 2. TEMPERATURE, in the shade in degrees, Pahrenheit. 8. Huminity, in percentage of saturation, the

4. Discourant OF Wind, to Iwe points. 5. Foros or Ways, according to Beaufort

bunnidity of air saturated with moisture being

O, State or Wearens, b blue sky, c detache tolonis, of drissling, rain, flog, g gloomy, A hate, I lightning, o overcast, p passing showers. q sinally, r tain, a snow, a thander, & visibility, w dew (well. 7. Rick in justice, touthe and handmilitia.

METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Barometer 30.07

Tomperature . Hunidity Direction of Wind Force Weather St Petersburgh 14th January, - The Hongkong Observatory, Feb 3, 1887. (FIRE AND LIFE.)

CAPITAL,-Two MILLIONS STEELING. THE Undersigned are prepared to grant POMCIES against the Risk of FIRE on

Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors

for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First, л. р. 1720. THE Undersigned having been appointed Agents for the above Corporation are

prepared to grant Insurances as follows:-Marine Department. Policies at current rates, payable either here, in London, or at the principal Ports

of India, China and Australia. Fire Department. Policies issued for long or short periods at current rates.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

NOTICE.

QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cont. net premium per annum. NORTON & Co., Agents.

Hongkong, May 19, 1881. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure principal places of Europe. against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882.

For Sale.

NOW READY.

THE REVENUE OF CHINA. A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

WITH AN APPENDIX. THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER. Messrs. Lane, CRAWFORD & Co.'s,

Messrs, Kelly & Walsh's, And Mr. W. Brewen's. Price, - - - - - 50 Cents.

NOW ON SALE. CHINESE DICTIONARY IN THE CANTONESE DIALECT, Dr. E. J. MITEL.

CROWN OCTAVO, PP. 1018. Hongkong, 1877-1883.

... \$2.50

A Reduction of ten per cent. will allowed to purchasers of Ten or more copies. This Standard Work on the Chinese Language, constructed on the basis of Kanghi's

Imperial Dictionary, contains all Chinese characters in practical use, and while alphapetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide

A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Company, No. 50A, Queen's Road Central. Surnames, will be published and sold separately. LANE, CRAWFORD & Co.

Hongkong, January 15, 1883.

WASHING BOOKS. (In English and Chinese.) XTASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now

be had at this Office. -Price, \$1 each.

CHINA MAIL Office. NOW PUBLISHED.

DUDDHISM: ITS HISTORICAL THEORETICAL AND POPULAR ASPECTS, ERNEST J. EITEL, PH.D., TUBING.

THIRD EDITION REVISED, WITH ADDITIONS. - - - \$1.50.

LANE, CRAWFORD & Co. Hongkong, August 20, 1884. FOR SALE.

COMPLETE REPRINT, in Pamphlet RECENT LIBEL CASE of REGINA P. PITMAN, the Police Court, full report of the trial in

spondence and comments of the Press. Usse of PITMAN V. KESWICK

AND OTHERS. Price per Copy, - . - 50 CENTS. China Mail OFFICE.

SAILOR'S HOME.

A NY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point, -Hongkong, July 25, 1878.

To Let.

TO LET.

TITITH immediate occupation the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the Hongrong & Shanghai Bank-ING CORPOBATION. For further Particulars, apply to the

E. L. WOODIN, Acting Superintendent. Hongkong, November 22, 1886. 2220

TO LET. TOOMS in 'COLLEGE CHAMBERS.' IL. No., 16, HOLLY WOOD ROAD.

· Apply to DAVID SASSOON, SONS & Co. Hongkong, December 3, 1886.

MOUNT KELLETT. TO LET, FURNISHED, The Five-Roomed House Bangour. Tennis

Court attached. For Particulars, apply to Mossrs. BIRD & PALMER, Architects.

Hongkong, January 15, 1887. Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID. MEDITERRANEAN AND BLACK SEA PORTS,

MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK

LONDÓN AND ANTWERP.

ON TUESDAY, the 8th February, 1887, at Noon, the Company's S.S. ANADYR, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

above places. Cargo and Specie will be registered for London as well as for Marseilles, and accopted in transit through Marseilles for the Shipping Orders will be granted until

Cargo will be received on board until p.m., Specie and Parcels until 3 p.m. on the 7th February, 1887. (Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are re-For further particulars, apply at th Company's Office.

Hongkong, January 28, 1887. Occidental & Oriental Steam-

G. DE CHAMPEAUX,

Ship Company. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE,

THE OVERLAND RAILWAYS. ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIC will despatched for San Francisco, vi Yokohama, on SATURDAY, the 16th February, at 3 p.m. Connection being made at Yokohama

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full: and same will be received

at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSACES. Passengers, who

have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa within six months, will be allowed a discount of 20 % from Roturn Fare; if re-embarking within one year, an allowance of 10 % wil be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to

Consular Invoices to accompany Cargo destined to ports beyond San Francisco. should be sent to the Company's Offices, addressed to the Collector of Customs, San

For further information as to Freight or Passage, apply to the Agency of the C. D. HARMAN,

Hongkong, February 1, 1887.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN SUEZ, PORT SAID, TRIESTE, BRINDISI,

ANTWERP, BREMEN & HAMBUR PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PARKENGERS AND LUGGAGE.

of Lading for the principal places in

ON MONDAY, the 21st day of Febra-Shipping Orders will be granted till them. Criminal Sessions, with connected Corre. Noon, Cargo will be received on board Value of Packages are required.

> and carries a Doctor and Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co.,

Hongkong, January 25, 1887,

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

COMPANY. THROUGH TO NEW YORK, WA

OVERLAND RAILWAYS, AND TOUGHING AT YOKOHAMA, AND SAN FRANCISCO. THE U. S. Mail Steamship CITY OF

NEW YURK will be despatched for San Francisco, via Yokohama and Honelulu, on SATURDAY, the 12th Fobruary, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, vid Overland Railways, to Havana, Trinidad, and Domerara, and to ports in Mexico, Central and South America, by the Company's and

connecting Steamers. Through Passago Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES, -Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply

to through fares from China and Japan to Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until' 5 p.m., same day; all Parcel Packages should be marked to address in full; value

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, January 22, 1887.

Intimations.

The Guerland China Mail,

WEEKLY JOURNAL FOR THE HOME MAIL,

TS PUBLISHED to suit the Departure of each English and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland Unina Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue. The attention of Advertisors is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not

take the daily journals. The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded

Subscription: Per Annum, - - - \$12.00, postage, - \$1.00 Quarter, - - 3.00, Single Copy, China Mail Office, Hongkong.

WINTER TIME TABLE. THE KOWLOON FERRY.

> STEAM-LAUNCH MORNING STAR

Runs Daily as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours :- This Time Table will take effect from the 21sr October, 1886.

	2.		
WEEK	DAYS.	SUI	DAYS.
	. Leaves A	K. Laaves K'	oon . Leaves H.K.
6,00 A.M.	7.00 A	M. 6.00 A.	м. 7.00 а.м.
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6.55 ,,	6.15	, 6.30	, 6.45 ,,

6.30 ,, 6.45 , 7.00 , 7.00 ,, * There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

THE CHINESE MAIL

THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum delivered in Hongkong, or Ten Dollars Forty Cents in cluding postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. chief support of the paper is of course derived from the native community amongst whom also are to be found the guaranters and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from 1398 N.B .- Cargo can be taken on through Bills the various Ports in China and Japan,from Australia, California, Singapore, Pe nang, Saigon, and other places frequented by the Chinese, -consider themselves justified in guaranteeing a large and over-increasing A Form, of the proceedings in the Wary, 1887, at Noon, the Company's circulation. The advantages offered to ad-Steamship NURNBERG, Capt. BERDROW, vertisers are therefore unusually great; and with MAILS, PASSENGERS, SPECIE; the foreign community generally will find containing the whole of the Proceedings at and CARGO, will leave this port as above. it to their interest to avail themselves of

The field open to a paper of this descripuntil 4 p.m., Specie and Parcels until 3 tion-conducted by native efforts, but To which is now added a Report of the p.m. on the 20th February. (Parcels are progressive and anti-obstructive in tonenot to be sent on board; they must be is almost limitless. It on the one hand left at the Acexor's Office). Contents and commands Chinese belief and interest. while on the other it deserves every aid The Steamer has splendid Accommodation | that can be given to it by foreigners Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements. Subscription orders for the above may be

> GEO. MURRAY BAIN, China Mark Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Yessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works, 2. From Gas Works to Jardine's Wharf

3. From Jardine's Wharf to the Harbour Master's Office: 4. From Harbour Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point. 9. From Kellett's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	d nchot	Captain.	Flag Ri	and g.	Tons.	Date of	- 1 -	Consignees or Agents.	Destination.	Remarks.
Steamers			4 4							
Achilles	5 0	Anderson	Brit.	str.	1528	Fab.	3 B	utterfield & Swire	Amoy & Shanghai	To-morrow
Activa	3 c	Christensen	Gor.	Etr.	388	Feb.	3 M	eyer & Co.	Chafan	To-morrow
Alwine Seyd	414	Sammo	Clor.	str.	5008			ieler & Co.		K'loon Dock
Alwine Seyd	2 h	Aereboe	Ger.	str.	396-				Hoihow, &c.	
Archimede	D C	Canepa	Italia	a str.					Bombay, &c.	产品的维持的
Cheang Hock Kinn	3 C	Webb	Brit	SET.	900				Singapore	
China	is i.	Ulderup	Lior.	str.				elchers & Co. M. S. S. Co.	Yhama & San F'ciaco	12th inst
City of New York								rahold, Karberg & Co.		Laid up
Crusader	2 6	Watt	Brit.	Bit.				na Ho Hong		K'loon Dock
Danish Monarch	3 c	Burgovné	Brit.	BU				damson, Bell & Co:		
Deucalion	ō c	As with	Brit.	str.	A 44 PM 4			ntterfield & Swire	London, &c.	To-morrow
Devemburgt	8 c	Houthoff	Dutch					rdine. Matheson & Co.		To-morrow
Diamante	5 h	McCaslin	Brit.	str.				usaell & Co.	Amoy & Manila	
Fooksang	***	Hogg.	Brit.	str.				rdine, Matheson & Co.		K'loon Dock
Harloppe	15 h	Roach	Brit.	str.		Feb.	4			To-morrow
Independent	2 h	Hasenwinkel	Ger.	str.				rieler & Co.		To-morrow
Iolani	O C	Allason	Brit.	str.	980	Jan.	20 A		Java	
Khiva	z n	Baron	Brit.	str.				& O. S. N. Co.	Bangkok	To-morrow
Killarney	使じ	Dillianat	Esb.	atr.				arlowitz & Co.	Danghon	ing productions
Loire Inferioure	20 11	Minale	Cor.	str.				Tieler & Co.		
Parthia					1035	Dec.	310	rder		
Partridge	5 k	Staver						ibb, Livingston & Co.		Laid up
Pilot Fish	6 h	Stopani	Brit.	-tug.			- 1	K. & W. Dock Co.		
Propontis	3 0	Heasley						rahold, Karberg & Co.	Saigon	To-day
Sarthe	3.0	Portcau	Fch.	etr.	470			alowitz & Co.	Haiphong	To-morrow
Sea Gull	6 0	C. Lesbirel	Amer	str.				hina Traders Insurance Co.		
Signal	3 b	Bruhn	Ger.	ptr.				iemssen & Co.		
Taichiow	2 h	Newton	Brit.	str.				uen Fat Bong	02	
Taisang	5 0	Davies	Brit.	str.				ardine, Matheson & Co.	S'pore & Calcutta	
Taiyuan	վ8 հ	Dodd	Brit.	Bir.				utterfield & Swire	Sydney, &c.	19th inst.
Tannadice	b c	Craig	Drit.	str.				ussell & Co. louglas Steamship Co.	Sydney, ac.	TOUR LIBY
ThalesThibet	5	Mudio	Reit				7	& O. S. N. Co.	Yokohama & Kobe	To-morrow
Too-nan	3 7	Muraden	Chi.	str.					Shanghai	To-day
Vortigern	3 6	Brown	Brit.	str.	873	Jan.	29 A	rnhold, Karberg & Co.	Saigon	To-morrow
Sailing Vessels	4.5			. 0	3, 4		1			
Annie	. 3	Kroncke	Ger.	bqo.	424			Vieler & Co.	3_8	
Brynhilda	. 81	Meikle	Brit.	sh.	1409	NOV.	25 K	tussell & Co.	San Francisco	
Chelmsford	4 (Collins	Brit,	oqtin.	081	Jan.	32 E	duard Schellhass & Co.	Portland, O.	
Coloma	.[장 II	Noyes	D-:	. oge.	670	Dec.	12 1V	Inster	I ortiand, O.	14 1 1 1 1
Director	ال قاء	Config	Amer	bye.	0,5		1	aptam		48. 17. 13
Edward Kidder Enos Soule	6	Soula	PATOOT	. υγοι ⊢ ah						
Erminia C.	9	Rogo	Ital	~bae.	532	Dac.	23 P	ustau & Co.	London & Hamburg	
Escort	ñ	Waterhouse	Amer	boe.	604				Victoria, B.C.	
E. J. Spence	20	Gill	Brit.	bue.	519	Jan.	13 G	onsalves & Co.		Cos'tan Doc
Hattie N. Bangs	. 3	Bangs	Am.	botin.	542	Nov.	25 G	onsalves & Co.	Honolulu	
J H Bowers	13 4	e Platen	Amer	. boe.	697	Jan.	29 G	onsalves & Co.		
John C. Potter	. 5	Curtis	Amer	, alı,	1182	Dec.	7 0	rder		
John C. Potter Lorna Doone	, 5 ∢	Lynn	Brit.	bqe.	357	Dec.	18 W	Vieler & Co.		
Mount Lebanon	12.1	Nelson	.lAm.b	otine.	530	Jan.	1714	rnhold. Karberg & Co.	One War	
Oregon	3	Merryman	Amer	sh.	1386	Dec.	25 3	leichers & Co.	San Francisco	
Professor Mohn	. 3 !	Sonson	Nor.	DQ8.	10:8	Jan.	OAE	duard Schollhass & Co.		The Park
Sarah Hignett	. o l	Morgan	amer	Bill.	150%	Feb.	1 T	duard Schellhass & Co.	V.	
C CIT	. 3	Nielale	Apr. J	பு, ஃடே	1487	Oct.	90 D	& O. S. N. Co.		
Soflid	154	· COMPANIE LINE CE	الانتسادي	n Olk	4701	John.	TOL		Le shire in it will	Cos'tan Doc
Soflid	. 3	Ration1	Spen	'hoe'	. ditta	NAV	111 11	ABDIOR OF TO	-	TOOK WITH THE
Soflid		Estival	Span.	bqe						Later than the state of the
Soflid		Estival	Span.	bqe				ane, Crawford & Co.		Later than the state of the

Her Britannic Majesty's Ships on the China Station.

Name,	Rig.	Tons.	Gerns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400			Captain R. Blair Maconochie	Hongkong
Andacions*	double-acrew iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Champion	corvette	2380	14	2340	Captain A. T. Powlett	Singapore
leopatra	corvette	2380	14	2610	Captain L. C. Keppel	Nagasaki
lockchafer	gunboat	465	4	470	LieutCom. H. H. Boteler	Shanghai
onstauce	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
aring	aloop	940	4	920	Commander Davis	Shanghai
ak .	gunboat	360	3	340	AND THE RESERVE TO LONDON	In reserve
apoir	gunboat	465	4	470	Lieut,-Com. H. R. Adams	Hongkong
irebrand	gunboat	455	4	460	LieutCom. D. L. Dickson	Nagasaki
leroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Singapore
Limalaya	troopship	4609		_	Captain John V. Stokes	Hongkong
eander	cruiser	8750	10	5000	Captain M. J. Dunlop	Hongkong
innet	gun-vessel	756	5	1050	Commander W. Marrack	Hongkong
ferlin	gunboat	430	4.	430	LieutCom. W. M. Maturin	Shanghai
lidge .	gun-vessel	603	4	470	Commander H. J. Robilliard	Hongkong
ambler	Bloop	830	3	690	Commander W. U. Moore	Hongkong
apphire	corvette	1970	12	2860	Captain R. G. Kinahan	Hongkong
atellite	cruiser	1420	8	1400	Captain Arthur H. Alington	Singapore
olent	torpedo mining launch	150	-	+		Hongkong
wift	gun-vesse)	756	5	1010	Commander A. C. B. Bromley	Nagasaki
weed	gunboat	360	3	340		In reserve
Victor Emanuel	receiving ship	5157	14	-	Commodore Morant	Hongkong
Vanderer	gunboat	925	4	750	Captain Orford Churchill	Singapore
Wivern	turret-ship	2750	4	1450		Hongkong
Zephyr	gunboat	438	4	530	LieutCom. Chas, K. Hope	Singapore

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Albatross	19-4		1	H,P,	Captain,	Where at.	
	Austrian gunboat	560	3	58D			
Aragon	Spanish cruiser	1908	-		Captain D. E. Zuluaga	Manila	
Ampic	French gunboat	470	4	450	Commander Rupe	Chefoo	
Biamarck	German ruiaer	2810	16	2500	Captain Kuhm	Singapore	
Uarola	German cocyette	2130	10	2100	Captain Aschmann	Singapore	
Chasseur	French craise	920	4	745	Captain Le Gorrec	Canton	
Cometo	French gunboat	475	4	450	LieutCommander Noirot	Haiphong	
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohama	
Jaguar	French gunboat	445	2	270	Lieut -Commander Fouet	Haiphong	
aclocheterie	French cruiser	1910	10	1920	Captain de Barbeyrac	Haiphong	
Latin	French gunboat	485.	4	425	Captain Duval	Haiphong	
farien	U. S. corvette	1900	7	1170	Commander Merrill Miller	Yokohama	
Гопоскоу	U. S. aloop	1370	6	1470	Commander H. Glass	Hongkong	
Lordj	Russian gunboat	455	7	40	Commander Moltsoff	Corea	
Vantilus	German gun-vessel	755	4	600	Captain von Hoven	Shanghai	
)lga,	German cruiser	2100		1	Captain Bendemann	Singapore	
omaha.	_U. S. corvette	2400	12	1150	Capt. Thos. O. Selfridge	Yokohama	
Palus	U. S. gunboat	420	6	500	Lieut Com Thomas Nelson	Shanghai	
Pluvier	French gunboat	510		420	Lieut Commander Poidlous	Heiphong	
Primaguet	French cruiser	2200	15	2270	Captain Veron	Haiphong	
Rapido	Italian cruiser	1458	6	Acres 6 12	Captain F. Grevalt	Tonkin	
agittaire	French gun-vessel				Captain Krautz	Singapore	
livotch	Russian cruiser	900	1	1000	Commander Suctified	Nagazaki	
obol	Russian gunboat	456	3	6)	Commander Boyle	Japan	
amega		610	1 5	500	Commander P. I. Gouveia	Macao	
	Portuguese grinbont	5680	19	4250	Oaptain Dupuis	On a cruise	
Arbasa Caronna	French irigate French gunboat	480	74	425	LieutCommander Lapeyrere	Haiphong	
Vladimir Monomach	Russian ironolad	5756	16	7000	Captain Gildebraudt	Amoy	
Vostock	Ranian ganboat	3,00	X	Section .	Commander Melohonsky	Vindreoutock	
Wolf	German ganboet	364	AL	840	Captain Josephika	Canton	

SHIPPING IN OHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Blag & Rig. Destination Brit. str. Hongkong Brit. str. Shanghai

Dan. str.

AMOY. In port on January 27, 1887. MERCHANT STRAMERS.

Dutch Borneo British Hongkong C. H. Kian British Tantallon

MERCHANT SAILING VESSELS Brit. bge. Archos Brit. bge. Chateaubriand Br. 3m. so. L'Ayvonire Mercur Ger. sch Niederhof

> FOOCHOW. In port on January 22, 1887. MERCHANT STEAMERS. Chinese.

Fuyew British Hkong, &c. MERCHANT SAILING VESSELS. Diamond City Siam. bge. Ohristian Ger. sch. WalterSiegfried Brit. bge.

Wagrien

SHANGHAI. MERCHANT STEAMERS.

Amer. sch.

In port on January 22, 1887. French Marseilles Anadyr German Chefoo, &c. British El Dorado British Fuh-wo Fungshun Chinese British Glencoe Chinese Hae-an Chinese Hankow, &c. Hae-shin Chinese Haoting British Hangehow British Hoihow British Ichang British Ingeborg British London, &c. Jason ... Kiang-foo Chinese Hongkong British Kut Saug Brtiish Kung Wo Chinese Kwang Lee British. Malwa Nagoya Maru Japanese British. Chinese Pautah British Pechili Chinese Poo-chi British Shanghai British Scochow. Store Nordiske Danish Taiyuan Tungchow British British Wuchang Yungching Chinese Hankow, &c. Hankow, &c. Chinese Yung-ning

Brit. Fifeshire G. H. Wappaus Brit. bqs. Hagerstown Amer. Norw. bge. India L. Burrell Brit. bqe. Nanaimo Nor. bqe. Norway

Anna Sieben

Batavia

Chingtah

Andreas

Annie Stafford

Willie Reed

MERCHANT SAILING VESSELS.

Brit. bqe.

bge. Laid up

Kozaki Maru Japan, bqe. YOKOHAMA. In port on January 14, 1887. Brit. sch.

Brit,

NAGASAKI.

In port on January 26, 1887.

Archimede Brit. Amer. sch. Aretic Amer. sch. Diana. Brit. F. Stafford Ger. Friederich Brit. bgo. George. Nemo Brit. Br. 3m.sch. Sarah & Emma Brit. bge.

> HIOGO. In port on January 24, 1887. Brit. sh. Lamir Amer. sh. Republic

Amer. sh.

MANILA In port on January 8, 1887. Amer. bqe. Brit. sh. Berbice B. Biglow Brit. boe. George Moon Amer, bqe. Henry Failing Amer. ah. Jessie Renwick Brit, bgo. Morning Light Brit. sh. Brit. bqe. Nicosia

Rembrandt

Samar

ILOILO. In Port on January 5, 1887. Edward May Amer. bge.

Amer. sh.

Amer. bge.

Ital. boe. Fratellanza CEBU. In Port on January 3, 1887. Cer. bge. Br. 3m.sch. Ger. bqe.

BANGKOK In port on January 15, 1887. Siam. bge. Anna Bertha Ger. bge. Charon WattanaSiam, bge, Siam. 3 so. Caroline Siam. bg. Doretta Siam. bge. Foodbow Stam, bge. Siam. bg. Hei-Chaong Brit. boe. Siam. sch. Kristina Nilsson Ger. Clam Bob. Siam. boe. Siam. bqo. Ta Hongkong Stam boe. Siam, boe. Young Siam

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